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"INTERNATIONALE" AND COMMUNE.

SECRET SOCIETIES AND PAN-GERMANISM.

[BY MRS. NESTA H. WEBSTER.]

The revolution of 1848 was followed by the inevitable reaction. It has been well said that "every revolution that does not succeed turns against those who make it." Unfortunately it turns less against the real authors of the conspiracy than against the misguided men of the people who form their tools. The abortive attempt of 1848 threw back the cause of true democracy for at least ten years.

But the working men of France began to realise at last that if they hoped to improve their lot it was to their own efforts they must look for salvation and not to the theorists who had led them into disaster. It was thus that in 1862 a deputation of French working men was sent on a visit to the Great Exhibition in London to study technical questions connected with labour, and during their stay in England they had occasion to observe the utility of Trades Unions for the protection of the workers' interests. This system was denied to them, for the "coalitions of working men" suppressed by the revolutionaries of 1791 and 1793, had never been allowed to revive, and the Frenchmen now resolved to form an association on their own account.

An interesting little book, which has become very rare, "The Secret History of the International," published in 1872, admirably describes the attitude of the two engravers on bronze from Paris, Tolain and Fribourg, who in 1864 were sent on a further mission to this country. Although imbued with the Utopian theories instilled in their minds by Socialist doctrines, their programme was in no way revolutionary, that is to say, they did not desire bloodshed and brigandage, but hoped without violence to bring about a reorganisation of the industrial system. The path of peaceful progress was now "swayed the more smoothly by the action of Napoleon III., who in May of this same year removed the ban from the Trades Union."

But the work of the World Revolutionists has always been to strangle true reform at their birth, and the new liberty accorded to the workers proved the signal for fresh agitation on their part. In the "Working Men's Association" they saw the very instrument they needed for carrying out their plans. Karl Marx was then in London and frequently to be found in the clubs and cafes where the working men congregated. "In an evil hour," says the Secret History, "the Paris bronze engravers met this learned and unsmiling Jew." From that moment the cause of the workers was doomed.

THE POWER BEHIND THE THRONE. It was not that Marx immediately introduced himself into the movement. On the contrary: at the meeting in St. Martin's Hall when the International was definitely founded, Marx was only present to use his own expression—"as a dumb personage on the platform." But he was named, nevertheless, a member of the sub-committee, the other members being Mazzini's secretary, a Polish Jew named Wolff, Le Lubez a French Freemason, Cremer, the secretary of the Masons' Union, and Weston, a disciple of Robert Owen. At the first meeting of this committee Wolff proposed the statutes of Mazzini's working-men's associations as the basis of the International. Le Lubez suggested an amended version of these proposals afterwards described by Marx as "balderdash." Marx let the others talk, and bided his time. In six weeks he had the whole association in his grip.

The "Provisional Statutes of the International" drafted by him and founded on the "Communist Manifesto" he had written seventeen years earlier, were sent from London to Paris in the following November and accepted by the association. The International was thus founded by working-men, but the programme it was afterwards persuaded to adopt was that of Marx, supplemented by the ideas of the Freemasons and secret societies throughout Europe. In France these societies had been suppressed after the Revolution of 1848, but they had gradually reconstituted themselves and at the end of a few years were once again in full activity. These and their affiliations in foreign countries were now absorbed by the International. "In March, 1865," says M. Louis Enault, "all the secret associations of Europe and North America were merged in the 'International Association of Working-Men.' The 'Marianne,' the 'Freres de la Republique' of Lyons and Marseilles, the Fenians of Ireland, the innumerable secret societies of Russia and Poland, the remains of the Carbonari joined up with the new society. This fusion was made."

A further occult influence was brought into the association by the alliance between Marx and Bakunin. Marx, who from the beginning undoubtedly despised and distrusted the Russian Anarchist, nevertheless, the value of his recognised energy to the revolutionary movement, Bakunin would help to crush Mazzini, and he might also be used to destroy that arch-enemy of revolutionary Socialism—religion. On this latter point Bakunin's attitude was of a more positive character than that of Marx, for while Marx merely objected to religion on the score that it was "opium to the people," Bakunin dragged him into acquiescence with the existing order. Bakunin entertained for religion a hatred quite apart from its expediency. Like Proudhon, he hated God; he loved Satan; like the Illuminatus Anarchist Clootz, he was ready to declare himself "the personal enemy of Jesus Christ." And this is not to be explained by regarding Bakunin as a solitary fanatic, but by the fact that he, too, was an Illuminatus. "Bakunin," says the Socialist Malon, a member of the International, who knew him personally, "was a disciple of Weishaupt, and we have only to study Bakunin's doctrines to recognise the truth of this assertion."

Moreover, in this same year of 1864 he started a society on precisely the lines of the Illuminatus, in conjunction with his ally, Netchaieff. Now, the usual plan of these associations is to envelop one secret society in another on the system of a nest of Chinese boxes, the outer one visible and known to a number of uninitiated members, the inner ones dwindling down to the almost invisible innermost cell that contains the secret. This was the plan of Weishaupt, effected by his grades of adepts, and this, too, was the plan of Bakunin, whose society was divided into three orders—(1) the International Brothers, (2) the National Brothers, and (3) the International Alliance of Social Democracy, which in its turn covered the inner secret society called the "Fraternal Alliance," over which Bakunin exercised supreme control.

THE HOLY OF HOLIES.

Yet it seems that at the same moment there were conspirators even more profound than Bakunin, for in 1870 we find him writing thus to Ogareff about "an occult committee" recently suppressed in Russia, of which Netchaieff is a member: "Truth, mutual confidence, serious and severe solidarity only exist between about ten individuals, who form the Sanctum Sanctorum of the society. All the rest have to serve as blind instruments, and as material to be exploited by the hands of these ten men who are really solidified." Now, it is strange to find this description almost exactly confirmed by so divergent an authority as the Catholic and Royalist Gougenot des Mousseaux, who relates that in December, 1866, he received a letter from a Protestant statesman saying: "Since the revolutionary recrudescence of 1845 I have had relations with a few who, from vanity, betrayed the secret of the secret societies with which he had been associated, and who warned me eight or ten days before-hand of all the revolutions that were about to break out at any point of Europe. I owe to him the unshakable conviction that all these movements of 'oppressed' are contrived by half-a-dozen individuals, who give their orders to the secret societies of all Europe."

Such, then, were the hidden forces at work behind the International. Though not in itself a secret society, it became, through its affiliation with all these secret organisations, the outer shell that covered the activities of innumerable conspirators—Freemasons, Illuminatus, the "German Jew Company" denounced by Bakunin, and, perhaps, beyond these the inner council that directed the movement. Of whom this last was composed it is impossible to know.

As far as the working-men were concerned the International had thus become a farce. In vain the Paris bronze engravers protested at the first congress in Geneva against the invasion of their ranks by men who were not working-class, Marx who had himself declared in his "Provisional Rules of the International" that "the emancipation of the working-classes must be conquered by the working-classes themselves," succeeded in outwitting them, and described as "the manoeuvre of Tolain and Fribourg" in "invoking the principle that only working-men can represent working-men," and the admission of middle-class members was voted by 25 votes to 20. Just as the bronze engravers foreseen, it was these middle-class exploiters of the workers' cause—journalists, doctors, lawyers, professors—who placed themselves at the head of the movement and directed its policy. It was they who adapted the tenets of Bakunin's "Alliance of Social Democracy" to the official programme of the International expressed in the words: "Abolition of all religions, of property, of the family, of inheritance, of the nation (i.e. of patriotism)."

WAR ON GOD.

It was they who at a further congress raised the cry of "Down with Christ! Down with God!" an echo of the imprecations uttered by Lafargue at the Students' Congress in Belgium. "War on God! Hatred towards God! That is progress! We must shatter Heaven like a vault of paper! The working-men took no part in these blasphemies. When Lafargue declared that outside atheism there was no hope for man, that "to be religious is to be ridiculous," the bronze engraver, was amongst those who opposed these views. In the name of liberal Paris and of Liberal France, indeed, the vine-dressers of Neuchatel had the nerve to declare that the principal article of their branch of the association should be: "Every vine-dresser must have a Bible and not neglect divine service," a proposal received with no little derision.

It is difficult to write of these things calmly. For to deceive the "people," whose simple faith and lack of education prevents them from seeing whether they are being led is as cowardly as to deceive a child. Yet this is what the International did for the working-men of Paris. When the first rumblings of the Franco-Prussian war were heard they imagined Internationalism, as they understood it, might prevent the conflict, and naïvely wrote to their "brothers in Germany" begging them to desist from a fratricide war. But Marx was at one with Bismarck in desiring the humiliation of France. "The French," he wrote to Engels at this crisis, "need a thrashing. If the Prussians are victorious, German preponderance will transport the centre of gravity of the European working-men's movement from France to Germany. The German working-class is superior to the French as much from the point of view of theory as of organisation."

Incidentally, the defeat of the French working-class would be the defeat of Marx's rival Proudhon. "To this personal vengeance he was quite ready to sacrifice the French 'proletariat' and the German working-classes, whose Nationalism has always triumphed over their Socialism, were content to follow his lead. There can be no doubt, as M. Guillaume, a French socialist, writes in his book, "The

THE WAGES OF CHINESE LABOUR.

The following information is given by a correspondent in the *Peking Daily News*. It is common knowledge that Chinese labour is cheap, but few can tell the exact rates of wages in the different industries. The latest edition of the Statistical Report of the Ministry of Agriculture and Commerce furnishes most interesting data, the number of working men and the maximum and minimum wages they receive, in each kind of industry, are given in detail. The following is a brief summary of these tables.

INDUSTRY	MEN			WOMEN		
	No.	Daily Max.	Wage Min.	No.	Daily Max.	Wage Min.
Silk	18,731	\$0.33	\$0.15	50,479	\$0.48	\$0.11
Spinning	13,966	1.03	0.10	33,120	0.80	0.11
Textiles	65,469	0.56	0.09	79,498	0.89	0.04
Knitting	1,362	0.41	0.06	3,324	0.41	0.10
Tailoring	1,362	0.50	0.07	2,029	0.50	0.03
Dyeing and Bleaching	5,401	0.50	0.03	9,564	0.53	0.04
Miners	3,293	0.80	0.13	30	0.50	0.35
Ship-building	830	0.70	0.18	—	—	—
Cars	3,819	0.70	0.09	30	0.65	0.30
Implement and Apparatus	1,640	0.97	0.08	72	0.35	0.05
Metals	16,257	0.91	0.09	143	0.25	0.03
Pottery	17,728	0.78	0.08	885	0.37	0.08
Bricks, Cement, etc.	17,713	0.47	0.08	200	0.43	0.09
Glass	669	0.98	0.19	—	—	—
Paper	23,817	0.70	0.08	687	0.34	0.05
Lacquers	18,663	0.43	0.09	138	0.25	0.03
Lacquer ware	601	0.43	0.08	—	—	—
Matches	5,495	1.00	0.06	6,838	0.48	0.04
Drugs	1,390	0.70	0.06	418	0.30	0.09
Soap	957	0.51	0.10	500	0.34	0.12
Furs	3,063	0.78	0.09	486	0.19	0.03
Leather	133	0.69	0.07	46	0.29	0.07
Wines	18,790	0.45	0.03	7	0.05	0.03
Sugar	10,049	0.79	0.07	3,492	0.40	0.02
Tobacco	28,959	0.55	0.12	47,429	0.46	0.03
Tea	291	1.00	0.12	140	0.26	0.15
Canned food	5,793	0.94	0.04	77	0.32	0.02
Rice and Flour	3,423	0.89	0.10	533	0.42	0.15
Printing	—	1.03	0.03	—	0.55	0.02

The original tables include many minor industries which are not given in the summary. They are based on reports from the different provinces, some of which have not been received. No claim of completeness can be made for these statistics, yet as they are the only ones obtainable in China, their value should not be underestimated.

Certain interesting references may be drawn from these figures. The wages of women are generally lower than those of men. Only in one or two cases do the rates exceed that of the latter. Their numbers also are smaller than men in most industries, but in silk spinning, knitting, textile, tea, and match industries the reverse is true. From what is actually seen in certain kinds of factories, woman labour is already becoming an important question in China.

Too much cannot be said of the benefit the modern industries give to China. Knitted goods, machinery, glass, soap, matches, canned food—these are some of the things which China has learned from the Western nations, but now they are supporting a large number of labourers and

offering them higher wages than the old industries. The spinning and textile industries have also learned much from abroad, although the figures here probably include factories of both old and new types. It will be very safe to assert that the maximum rates are given in the latter kind. The highest wages for men, e.g. (\$1.03 and \$1.00) are in the spinning, match and conical food factories.

English common labour demanded eight shillings a day long before the recent strikes took place. This amount, at the pre-war rate of exchange, would be equivalent to \$4.00. Mexican skilled labourers receive ten or more dollars. But the full significance of the difference cannot be realised until we know that the working hours of Chinese labourers are much longer than those of British and American workmen. In the Hanyang Iron and Steel Works, for instance, with whose labourers the writer had much personal experience, they work usually for 12 hours at a stretch, and yet the pay is only a few cents. Where else in the world can labour be found as cheap as it is in China!

EASTERN BANK SHARES.

The shares of most of the leading Eastern banking institutions (says the City Editor of the *Morning Post*) stand at a level considerably below that of two months ago. In part this may be due to the decline of Eastern exchange rates and the depressed condition of Eastern trade, but a more potent factor in some instances has been the issue of new shares on such attractive terms to existing shareholders that the prices of the old shares have been reduced by sales on the part of shareholders who, in these days of expensive borrowing, have not been in a position to take up the whole of their new shares.

Thus Chartered Bank shares, which have been as high as 87 during the current year and were quoted at 71 on September 1st, are now at the equivalent of 64, the price being £164 per £25 share, the former £20 shares having been subdivided. At this price they still carry the "rights" of subscription for one new share at 27 10s. per share for every share held, which would make the average price about 134, the yield of last year's dividend of 20s. per cent. free of tax being over 7s. per cent.—equivalent to 10s. per cent. subject to tax. Hongkong Bank shares stand at 117, the price having been up to 134 this year. No new issue of capital has been made, and the fall is due chiefly to the decline in exchange, the chief market for the shares being in the East. On the basis of the last dividend the yield is about 7s. per cent., subject to income tax, the interim dividend having been 2s. per share this year as compared with 2s. per share in 1919. The shares of the Indian Bank have been up to 44 this year, and the new issue of shares at 50s. giving a return of 7s. per cent. free of tax on the 16s. per cent. dividend, which was paid in respect of the last financial year, but the interim dividend, just declared was at the rate of 18s. per cent. per annum, making 17s. per cent. for the last twelve months. The situation in the East is, it is true, not very bright just now, but the investor who buys Indian Bank shares at the present time certainly gets a good return for any risk involved, with the chance of considerable capital appreciation when the present crisis is past.

JAPAN'S GIANT BATTLE CRUISERS.

Two giant battle cruisers, which in size, speed and armament are expected to be equal to any fighting ship now afloat or being built, are to be added shortly to the Japanese Navy, according to a despatch from Kure to the *Nichi Nichi*. These will be the *Akagi* and the *Amagi*, battle cruisers of 40,000 tons authorized by the 1918 programme. The keels of the two big fighting ships will be laid next month, according to the *Nichi Nichi*, that of the *Akagi* at the naval engineering works at Kure, and that of the *Amagi* at the Yokosuka naval arsenal. Work has already been begun at Kure to enlarge No. 3 dock, where the *Akagi* will be laid, as no dock at that naval base is now large enough for the building of such a warship.

SPORT.
FOOTBALL.

UNITED SERVICES LEAGUE.

The following are the results of the matches played in the United Services League yesterday:

H.M.S. Ambrose 1 2/Wiltshires 0
H.M.S. Carlisle 2 H.M.S. Curlew 0
H.M.S. Hawkins 4 R.G.A. 2

"AMBROSE" V. "WILTS".

This game, on the Navy "A" ground, was fast and even throughout and resulted in a victory for the Ambrose by one goal to nil. The Wilts were playing without Menham, their centre forward.

"CARLISLE" V. "CURLEW".

The Carlisle emerged victors in this well-contested game, on the Navy "B" ground, by 2 goals to nil. The Curlew forwards were weak in front of goal and rather slow, or the result would have been a draw.

"HAWKINS" V. R.G.A.

The Hawkins defeated the R.G.A. by 4 goals to 2 at Sookunpoo. The game was fast throughout and the R.G.A. on their play did not deserve to lose by 2 goals. It was in the second-half of the game that the Hawkins, from a penalty, scored their third goal and followed it up shortly afterwards by the fourth.

The fixtures for the 2nd Division on Saturday, December 11th, 2.30 p.m. are:

United F.C. v. Indian F.C., Navy "B" ground.

Recreio v. Punjabis, South China ground.

Staff v. Oiers, Sookunpoo ground.

Carlisle v. Club, Navy "A" ground.

Kowloon v. R.G.A. Res., St. Joseph's ground.

South China v. St. Joseph's, South China ground.

A BONFIRE AT PEKING.

HUGE QUANTITIES OF OPIUM AND MORPHIA BURNED.

Under the supervision of the judicial authorities, a large quantity of opium and morphia seized from smugglers and smokers was burnt outside the Temple of Agriculture recently in the presence of representatives from the different Government organs. In addition to 5,230 ounces of opium and over two thousand ounces of morphia, both in the raw and prepared state, a large collection of opium and morphia paraphernalia was also burnt. There were also a large number of articles exhibited, in which the smugglers had concealed the drugs while attempting to escape the vigilance of the authorities. The spectators were quite surprised, says the Peking Daily News, at the ingenious way in which the smugglers had attempted to smuggle the drugs, when they saw among the articles seized toys, cakes of soap, bottles, etc., in which the smugglers had concealed the contraband. Before the authorities sent each piece of drug to the fire, the Chairman of the Anti-Opium Society was requested to make a careful inspection.

THE CON-SORTIUM.

AN OFFICIAL STATEMENT.

The Japanese Foreign Office on November 20th announced the signatures of the banking groups of four Powers to the agreement authorizing the Chinese Consortium and issued the following statement:

The Japanese Government is gratified to learn that the agreement tentatively adopted in May, 1919, at Paris by representatives of the investing public of America, Great Britain, France and Japan covering the formation of the new Consortium for the assistance of China has now been confirmed by the signature of the four banking groups. This international association thus coming into existence under the name of the Consortium has been organized with the full approval of the four Governments and in the belief by them that interests of the Chinese people can best be served by the co-operative action of their several banking communities to the end that the Chinese Government may be able to procure (through loan agreements involving the issue for the subscription by the public of loans to the Chinese Government or other agencies involving a guarantee by the Chinese Government or Chinese Provincial Government) the capital required, particularly for the construction of improved means of communication and transportation. It is thus hoped to assist the Chinese people in their efforts toward a greater unity and stability and offer to individual enterprise of all nationalities equal opportunity and a wider field of activity in the economic development of China. It is further believed that through such co-operative action a greater degree of understanding and harmony may be reached among all five of the nations involved.

[This statement, it was stated, was being simultaneously made in Great Britain, France and the United States.]

NEW OUTLETS FOR TRADE.
BRITAIN'S OPPORTUNITY.
STATE CREDITS SCHEME.

Speaking at Bedford, on October 27th, on the export credit scheme, Mr. F. G. Kellaway, Parliamentary Secretary to the Department of Overseas Trade, said the scheme had two main objects. The first was to assist certain devastated countries in Europe to re-establish their shattered prosperity, and the second was to increase the export of British manufactured goods and so provide more employment for the people of Great Britain. The countries to which the scheme so far applied were countries whose markets before the war were very largely monopolized by the German manufacturers. It was obviously desirable in the purchasing power of the war-time boom, and this was inevitable at such a period of transition. The prospects of the Company's business for the next term are by no means bright, and a period of dullness is expected during the next six months. Investigations made in June last show that the number of merchant vessels the world over aggregated 53,900,000 tons, being an increase of 8,500,000 tons as against pre-war days. Vessels now under construction total 7,650,000 tons. During last year the maritime trade of the world showed an increase of over 70 per cent. in value as compared with pre-war days, but there was a decline of over 30 per cent. in tonnage. This indicates that there was a diminution in industrial production in Europe, although the United States was not seriously affected by the depression in Europe.

The greater portion of the vessels planned by the American Shipping Board with a fund of over \$3,000,000,000 during the war are nearing completion. Already new vessels aggregating 7,000,000 tons are in service, and of these, vessels totalling 1,000,000 tons are in the Atlantic and Pacific. The Admiral and Pacific Lines, with five big passenger boats of 10,000 tons each, are about to start services between Japan, China, Hongkong, Manila and other points. The M.M. Steamship Company has increased its capital recently in order to engage in world competition, Italy, Germany and other countries are also making preparations to meet the new situation. In Japan the number of idle vessels is gradually increasing. The latest returns show that vessels now idle total 80,000 tons, and this figure is expected to show a still further increase as time passes.

COMPANY'S BUSINESS REPORT.

The following is an outline of the Company's business report for the second half of the year:

On the domestic services trade was generally dull owing to a scarcity of cargo. In the latter part of the term some activity was witnessed in the shipment of cargo between Japan and Formosa, while passenger traffic between Formosa and Saghalien was also active. On the China services the shipments were less both on the outgoing and the return voyages, this being due to anti-Japanese agitation, the depreciation in the price of silver, and economic depression in Japan. On account of the number of vessels available the freight rates were lowered. On the Tsingtao and Chosen lines the situation was also dull. Especially was this the case between Kobe and North China. On the South Pacific line the business has not yet attained much development, although the passenger traffic was somewhat active. On the Bombay line there was some activity in the early part of the period under review, but later a depression set in. The number of passengers showed an increase. On the Calcutta and Japan-Java-Calcutta routes there was abundant cargo on both the outgoing and return voyages, this notwithstanding the business depression in Japan. On the European line the exports from Japan were brisk during the early part of the term, and two special vessels were, in addition to the regular liners, placed on the run to cope with the situation, but in the latter part of the term a sudden depression set in. On the homeward run the shipments were brisk in the early part of the term, but later a depression set in. The number of passengers, however, increased considerably. On the Liverpool route cargo from Japan and from intermediate ports fell off, and the liners had to abandon the call at intermediate ports, each vessel suffering from a scarcity of cargo. The passenger traffic to and from England was brisk. On the Hamburg line vessels carried little or no cargo, but they managed to take in goods consigned to London and other ports. From Antwerp and Rotterdam there were brisk shipments. On the American run, exports from Japan were brisk, and the number of passengers increased considerably. On the New York line some activity prevailed during the first part of the term, but later shipments were only nominal. On the South American route the liners carried abundant cargo on the outgoing voyages, as there was a large quantity of goods to be supplied from Europe, but on the return voyages the shipments generally were small. On the Australian service the shipments from Japan were very brisk, and to cope with the situation the Company placed two additional vessels on the run, but on the return voyages there was very little cargo. During the term work was completed on five new vessels aggregating 31,000 tons.

THE NIPPON KUSEN KAISHA.
DIVIDEND OF 30 PER CENT.
THE PRESIDENT ON TRADE CONDITIONS.

Owing to the general economic depression, the N.Y.K. returns for the past half-year were not as favourable as in previous years, and its net profits, minus reserves, etc., stand at Y.9,388,948. A dividend of 30 per cent. has been declared. The new steamers Lima Maru, Lyons Maru, Malacca Maru, Lisbon Maru, and Morioka Maru, aggregating 31,000 tons gross, will be completed during the present half-year.

Baron Komoto, President of the Company, at the recent meeting of shareholders at Tokyo, delivered a speech of which the following is a summary:

The net profit of the Company during the period under review was Y.9,400,000, the figures showing a decline of Y.7,600,000 as compared with the first half of the year, and of Y.9,020,000 as against the second half of last year. This diminution is very serious, and is due to the economic depression which is affecting the whole world. Shipping on both the home and foreign services was generally dull, and the consequence was that freight rates had to be lowered. International trade has not yet been restored to normal conditions. In Europe strike after strike has occurred, with the result that the transportation business was seriously hampered, and merchant vessels obliged to lie idle in various ports.

The Company did its best to readjust its business, the scope of which had been greatly enlarged during the war. Still the Company found it very difficult to reach the same high level as during the war-time boom, and this was inevitable at such a period of transition. The prospects of the Company's business for the next term are by no means bright, and a period of dullness is expected during the next six months. Investigations made in June last show that the number of merchant vessels the world over aggregated 53,900,000 tons, being an increase of 8,500,000 tons as against pre-war days. Vessels now under construction total 7,650,000 tons. During last year the maritime trade of the world showed an increase of over 70 per cent. in value as compared with pre-war days, but there was a decline of over 30 per cent. in tonnage. This indicates that there was a diminution in industrial production in Europe, although the United States was not seriously affected by the depression in Europe.

The greater portion of the vessels planned by the American Shipping Board with a fund of over \$3,000,000,000 during the war are nearing completion. Already new vessels aggregating 7,000,000 tons are in service, and of these, vessels totalling 1,000,000 tons are in the Atlantic and Pacific. The Admiral and Pacific Lines, with five big passenger boats of 10,000 tons each, are about to start services between Japan, China, Hongkong, Manila and other points. The M.M. Steamship Company has increased its capital recently in order to engage in world competition, Italy, Germany and other countries are also making preparations to meet the new situation.

COMPANY'S BUSINESS REPORT.

The following is an outline of the Company's business report for the second half of the year:

On the domestic services trade was generally dull owing to a scarcity of cargo. In the latter part of the term some activity was witnessed in the shipment of cargo between Japan and Formosa, while passenger traffic between Formosa and Saghalien was also active. On the China services the shipments were less both on the outgoing and the return voyages, this being due to anti-Japanese agitation, the depreciation in the price of silver, and economic depression in Japan. On account of the number of vessels available the freight rates were lowered. On the Tsingtao and Chosen lines the situation was also dull. Especially was this the case between Kobe and North China. On the South Pacific line the business has not yet attained much development, although the passenger traffic was somewhat active. On the Bombay line there was some activity in the early part of the period under review, but later a depression set in. The number of passengers showed an increase. On the Calcutta and Japan-Java-Calcutta routes there was abundant cargo on both the outgoing and return voyages, this notwithstanding the business depression in Japan. On the European line the exports from Japan were brisk during the early part of the term, and two special vessels were, in addition to the regular liners, placed on the run to cope with the situation, but in the latter part of the term a sudden depression set in. On the homeward run the shipments were brisk in the early part of the term, but later a depression set in. The number of passengers, however, increased considerably. On the Liverpool route cargo from Japan and from intermediate ports fell off, and the liners had to abandon the call at intermediate ports, each vessel suffering from a scarcity of cargo. The passenger traffic to and from England was brisk. On the Hamburg line vessels carried little or no cargo, but they managed to take in goods consigned to London and other ports. From Antwerp and Rotterdam there were brisk shipments. On the American run, exports from Japan were brisk, and the number of passengers increased considerably. On the New York line some activity prevailed during the first part of the term, but later shipments were only nominal. On the South American route the liners carried abundant cargo on the outgoing voyages, as there was a large quantity of goods to be supplied from Europe, but on the return voyages the shipments generally were small. On the Australian service the shipments from Japan were very brisk, and to cope with the situation the Company placed two additional vessels on the run, but on the return voyages there was very little cargo. During the term work was completed on five new vessels aggregating 31,000 tons.

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BRITISH ENTERPRISE IN CHINA.
PROPOSED CHINESE-BRITISH TRADE CORPORATION.

From The Times' Trade Supplement:—For some time past considerable attention has been devoted to the possibilities of China as an industrial country. In the country have under consideration a proposal to form a Chinese-British Trade Corporation, which would employ British capital in the development of industry and other undertakings in China. In the discussions that are taking place stress is laid on the advantages possessed by China in the matter of cheap raw materials and labour.

The scheme, as it stands, is a compromise, intended to provide a practical way out of the difficulties which have hitherto prevented the employment of capital in large industrial undertakings in the interior of China. Under the conditions hitherto obtaining, a purely British company, under British registration, cannot operate or own property beyond the limits of the Treaty Ports. A purely Chinese company, working under Chinese law, is held to be open to serious objection.

As the result of much preliminary discussion of the proposal, which, it is said, was cordially supported by H.M. Legation, a conference was arranged at Peking in July last year at which certain highly influential Chinese agreed to unite with Mr. Nathan (of the Kailan Mining Administration), and Mr. Metcalfe (of the firm of Babcock & Wilcox) in forming the Chinese-British Trade Corporation. It was understood that the company would be invested with certain special advantages and privileges, to be granted under a charter of the Chinese Government.

The proposal was sanctioned by the Chinese Government. The three Chinese officials who joined with Mr. Nathan and Mr. Metcalfe in submitting the petition to the Ministry of Commerce, Mr. Liang Shih-yi, Chien Nungshun, and Hsu En-yuen, are said to be men of great political influence and knowledge of commercial and financial affairs. They signed as representatives of a group of Chinese merchants, capitalists, and officials.

The promoters state frankly that, looked at from the purely British point of view, it may seem at first sight undesirable to educate and organize Chinese industries for the manufacture of articles which would perhaps compete with British goods in the markets of the world. The question as a whole is largely one of policy, which deserves careful consideration by H.M. Government and the Chambers of Commerce. But it is contended that if British manufacturers hesitate to establish branch factories in China, it is certain that Japanese, American, and German will do so. The effect of cheap Chinese labour and raw materials is bound to make itself felt throughout the industrial world, and it is pointed out that under the economic conditions now prevailing it will be impossible for Europe to face the influence of these forces without protection.

On the other hand, every British-controlled factory in China, which, though it may compete with individual British manufacturers at home, will serve as a valuable feeder for British trade and industries in other directions.

The, briefly stated, is said to represent the point of view of H.M. Legation at Peking. Sir John Jordan was strongly of opinion that for the development of trade and industrial enterprise in China commensurate with the country's resources, the best road to success lies in the direction of co-operation with the Chinese. Embodying this view, a memorandum was drawn up by Mr. Archibald Rose, the Commercial Secretary, setting forth the status, objects, and proposed organization of the Chinese-British Trade Corporation. In it, Mr. Rose lays special stress on the advantages which a joint enterprise may expect to enjoy under the auspices of the association sanctioned by the Chinese Government. As he points out, the chief rôle of the Corporation will be to provide the organization, skilled management, business methods, and knowledge of foreign markets which the Chinese lack. The Chinese, on their side, will supply capital (or, at least, large reserves), knowledge of local conditions, mining and other rights, and political influence.

The following articles are particularly important from the point of view of the British group of shareholders:

Article 5.—The Corporation's business shall be to finance, manage, undertake, or participate in industrial and commercial enterprises of all kinds; to act as intermediate or agent for the purchase or sale of goods and for commercial and industrial business of all kinds; and to deal in, and hold, stocks of all kinds and bonds.

Article 6.—The authorized capital of the Corporation shall be fixed at \$5,000,000, Chinese currency, and shall be equally divided into two classes (\$2,500,000 each) of Founders' and Ordinary shares. Immediately upon the formation of the Corporation the whole of the Founders' shares shall forthwith be subscribed for and half of the amount paid in by the Chinese and the British respectively, \$250,000 each. Both classes of shares will be of \$100 denomination.

Article 25.—The Corporation shall have eight directors, four Chinese and four British, all with equal voting power, to be elected by the shareholders each holding 50 or more shares. At least four of the directors must be holders of Founders' shares.

A meeting to consider the proposed formation of the Chinese-British Trade Corporation on the lines described above will be held under the auspices of the Federation of British Industries at the office of the Federation. Sir John Jordan is expected to take part in the discussion.

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New Season's
Fruit for Xmas

Seedless Raisins (Sultanas) per 1 lb. pkt. \$0.65
Seeded Pudding Raisins " 1 lb.65
Californian Currants " 1 lb.85

All these Fruits are cleaned ready for use, untouched by hand.

Mixed Candied Peel per lb. \$1.00
Candied Peel in 1 lb. tins Mixed per tin80
Lemon " "80
Orange " "80
Citron " " \$1.00

Spices all kinds in 2 oz. & 8 oz. bots. per lb. 20

Pudding Basins, all sizes in stock.

Chiver's Xmas Puddings in 2 lb. Basins \$1.50

Crosse & Blackwell's Xmas Puddings 1 lb. tins 70 cts.

2 lb. tins \$1.20 3 lb. tins \$1.80 4 lb. tins \$2.40

Chiver's Mince-meat per 1 lb. bot.80

Crosse & Blackwell's Mince-meat 1 lb. tin \$1.31 2 lb. tins \$1.80

Golden Dates pkt.80

Californian Figs "40

Kent Filbert Nuts lb.80

Brazil, Almond & Hazel Nuts "80

Washington Apples "30

Dried Fruits, Pears and Peaches "80

XMAS TOY BAZAAR

EVERYTHING FOR THE CHILDREN

ON FIRST AND SECOND FLOORS.

Lane, Crawford & Co.

-15-

DICKS

PATENT UNIVERSAL SIZE PACKING
STEAM AND HYDRAULIC.

The most useful and efficient packing known.

SOLE AGENTS:

LANE, CRAWFORD & CO.

HONGKONG.

[469]

PIANOS

"BABY" GRAND & UPRIGHT

By

CHICKERING,
BROADWOOD,
COLLARD & COLLARD,
ALLISON &
HAMILTON.

THE BEST THE WORLD CAN PRODUCE.

The Anderson Music Co., Ltd.

117

Powell

TELEPHONE 3146.

GENTLEMEN'S

HIGH-CLASS OUTFITTERS.

CHANGE

OF

SEASONS

Be prepared for the many changes in the temperature by wearing correct UNDERWEAR.

We have just received a new stock, the special weaves of which are porous and absorbent, thus preventing chill.

INSPECTION INVITED.

NEW ADVERTISEMENTS

LADIES' RECREATION CLUB.

THE LADIES' TENNIS SINGLES CHALLENGE CUP will be played for during January and February. Any lady may enter who is a member of any Tennis Club in the Colony.

Names of intending competitors must be sent in to the Secretary of the Ladies' Recreation Club through the Secretaries of their respective Clubs not later than December 25th, 1930, accompanied by their entrance fees of \$2 each.

DOROTHY DIGBY,
Hon. Secretary.

MIN RIVER CONSERVANCY.

NOTIFICATION No. 9.

NOTICE IS HEREBY GIVEN that TENDERS are invited for a VERTICAL BOILER about four feet in diameter and nine feet in height, either new or used, together with the usual steam and water mountings suitable for use on a Priestman Dredger. Tenders will be considered only on boilers in good working condition.

Tenders stating dimensions with other particulars of the boiler and mountings, term, time of delivery, etc., will be received up to 21st December, 1930, by the Honorary Secretary and Treasurer of the MIN RIVER CONSERVANCY.

The Conservancy does not bind itself to accept the lowest or any tender.

P. R. WALSHAM,
Hon. Secretary and Treasurer
To the MIN RIVER CONSERVANCY,
Fenchow, November 20th, 1930.

DANCE ORCHESTRA.

IF we play for you, you'll dance all night.
"We Are Four."
If you want us—Apply Box 67, c/o "Daily Press."

DANCING AT WISEMAN'S CAFE.

MESSERS. WISEMAN, LTD. beg to notify that DANCING will be permitted during and after Dinner up till 10 o'clock EVERY TUESDAY and THURSDAY until further notice. This privilege will be complimentary to customers having dinner or light refreshments.

D. M. GOODALL,
Manager.

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

LOST.

THE SHARE CERTIFICATE No. 1603 for Two Shares Numbered 46491/46492 standing in the Register in the name of LUE YUE SHING (deceased) late of Hongkong having been LOST—NOTICE IS HEREBY GIVEN that unless the said Certificate be produced at the Office of the Company, 5, Queen's Road Central, Victoria, Hongkong, on or before the 5th day of January, 1931, a new Certificate for the said Shares will be issued and the old Certificate will thereafter be held by the Company as null and void.

MOWBRAY S. NORTHCOTE,
Secretary.
Hongkong, December 3rd, 1930.

THE CHINA LIGHT & POWER COMPANY, (1918) LIMITED.

THE SECOND ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Office of the Company, St. George's Building, Chater Road, Victoria, Hongkong, on THURSDAY, the 23rd DECEMBER, 1930, at 11 o'clock in the forenoon, for the purposes of receiving a statement of accounts and the report of the General Managers for the year ended 30th September, 1930, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED on FRIDAY, the 11th DECEMBER, 1930, until THURSDAY, the 23rd DECEMBER, 1930, both days inclusive.

SEWELL, TOMES & CO.,
General Managers.
Hongkong, December 7th, 1930.

THE HONGKONG & KOWLOON WHARF & GODOWN CO., LTD.

APPLICATION has been made to the Directors of this Company to issue to FRED ELLIS of Ice House Street, Victoria, Hongkong a Duplicate Certificate or Certificates of the undermentioned 300 (Three hundred) Shares in the Company, or other Certificate or Certificates in lieu thereof, upon the statement that under circumstances amounting to larceny or false pretences, the original Certificate have been lost possession of—

Certs. No.	Shares	Proprietors
7017	25-41	100 22201 to 22250 Inc. H. C. F. Chater, Esq., C.M.G.
7230	25-41	100 27084 to 27123 H. B. Rawson, Esq.
8229	25-41	100 42201 to 42250 Inc. H. C. F. Chater, Esq., C.M.G.
8619	25-41	100 12121 to 12170 G. Fenwick, Esq.
8711	25-41	100 12251 to 12290 H. B. Rawson, Esq.
8712	25-41	100 12291 to 12340 H. B. Rawson, Esq.
8713	25-41	100 12341 to 12390 H. B. Rawson, Esq.
8714	25-41	100 12391 to 12440 H. B. Rawson, Esq.
8715	25-41	100 12441 to 12490 H. B. Rawson, Esq.
8716	25-41	100 12491 to 12540 H. B. Rawson, Esq.

AND NOTICE IS HEREBY GIVEN that if within THIRTY DAYS from the date hereof no claim or representation in respect of such Original Certificate is made to the Directors they will then proceed to deal with such application for a duplicate or other new Certificate or Certificates.

By Order of the Board of Directors,
W. S. BROWN,
Secretary.
Hongkong, November 8th, 1930.

PREPAID "WANTED" ADVERTISEMENTS.

Letters are lying at this Office for:
Boxes P, Q, AD, AP, AW, BF.

ENTERTAINMENTS

THEATRE ROYAL

TO-NIGHT TO-NIGHT TO-NIGHT

EDGAR WARWICK

presents the

WARWICK COMEDY COMPANY.

Hubert Henry Davies' Witty Comedy

"DOORMATS"

Miss JOAN MATHE, Mr. N. THORPE-MATHE,
Mr. TOM FENWICK, Miss LISA FLOWERDAW.

TO-MORROW (FRIDAY), Dec. 10th—
H. V. Edmund's Charming Comedy

"WHEN WE WERE TWENTY-ONE"

SATURDAY, Dec. 11th—
The Roaring Farce Comedy

"ELIZA COMES TO STAY"

MONDAY, Dec. 13th—
Hubert Henry Davies' Clever Play

"CAPTAIN DREW"

TUESDAY, Dec. 14th—
Oscar Wilde's Satirical Masterpiece

"A WOMAN OF NO IMPORTANCE"

WEDNESDAY, Dec. 15th—
The Phenomenal Success that is Drawing

All London to the Garrick Theatre

"BROWN SUGAR"

BOOK WELL IN ADVANCE
Plans at MOUTRIE'S.

NOTICE.

THE BANQUE INDUSTRIELLE DE L'ORIENT beg to inform the holders of the TEMPORARY BONDS of the Credit National, 1919, which have been subscribed through us, that same must be EXCHANGED in our Paris Office for Definite Bonds before March 1931.

WANTED.

A LADY TYPIST AND STENOGRAPHER (must be British) by a British Firm. Good salary to a competent applicant.
Apply—
Care of Daily Press Office,
[1878]

TO LET.

TWO LARGE ROOMS to let for Office. 14, Des Vaux Road Central, Top Floor. ROOM No. 1.
Apply to—
Care of "Daily Press" Office.
[1786]

STEAMER FOR SALE.

UNDER INSTRUCTIONS received from THE MINISTRY OF SHIPPING, LONDON.

Offers are invited for the purchase of the Ex-Enemy Steamer "ANGHI"

Gross Tonnage ... 1613
Net Tonnage ... 1001
Built in 1903.

Terms of sale and full particulars may be ascertained on application to, and permit for inspection will be issued by Messrs. BULLOCK BROTHERS & Co., Singapore; Messrs. BULLOCK BROTHERS & Co., Ltd., Hongkong; Messrs. MACKENZIE & Co., Hongkong; and the undersigned.

Sealed Tenders should be lodged with Messrs. MACKENZIE & Co., Calcutta. The Tenders, which must be in sterling, will be opened at Calcutta on MONDAY, the 31st JANUARY, 1931, and must be valid for 14 days after that date.

MACKENZIE & CO.,
16, Strand Road, CALCUTTA.

A. G. DA ROCHA

AUCTIONEER, SURVEYOR AND

GENERAL BROKER.

No. 24, D'Almeida Street, Telephone No. 2332.

WEEKLY AUCTIONS.

TUESDAYS—

MISCELLANEOUS GOODS.

THURSDAYS—

VALUABLE HOUSEHOLD FURNITURE.

SATURDAYS—

EXCELLENT HOUSEHOLD FURNITURES.

INTIMATION

A. S. WATSON & Co., Ltd.

HIGH-CLASS PERFUMERY.

We have received fresh stocks of

the latest FRENCH PERFUMES

from Coty, Dubarry, Chiris, and

other high-class perfumers—which

include their choicest examples.

Single bottles, Cases of 2 bottles,

Caskets of 2 and 3 bottles.

Series of Eau de Cologne and

Lavender Water.

Roger & Gallets Perfume in

caskets of 2 and 3 bottles.

Coffrets of Perfume Soap

and Powder.

At very reasonable prices.

A. S. WATSON & CO., LTD.,

Telephone 16.

[1878]

MARRIAGES.

LONGFORD-GEARY.—At Wendsworth, October 28th, Lieut. Com. T. A. F. LONGFORD, R.N., son of Joseph H. Longford, late H.M. Consul at Nagasaki, to NORAH GERALDINE, daughter of J. & Geary.

TRAFFORD-SUTTON.—At the Magistracy, Cape Town, October 2nd, 1930, WILLIAM PHILIP CHARLES TRAFFORD, M.A., late of the University, Hongkong, eldest son of Mr. and Mrs. W. J. do Trafford, to MARY MARYANNE SUTTON, third daughter of Mrs. Richard Sutton, Johannesburg, and great grand daughter of Sir Richard Vincent Sutton, 2nd Bart., of Norwood Park, Nottingham.

DEATH.—In Switzerland, October 29th, Louis KATZ, formerly of Singapore, aged 57.

HONGKONG OFFICE: 10A, DES VAUX RD. C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, DECEMBER 9TH, 1930.

A DECLINE IN SHIPBUILDING.

We read in the Bulletin of the Department of Overseas Trade that the position in the shipbuilding industry has recently been causing some concern to shipowners, and that a continuance of present conditions would give some ground for anticipating a decline in the demand for construction of tonnage. That decline has already commenced, not only on the Clyde but in all shipbuilding centres of the world, including Japan. For example, it has just been announced in the Japan papers that the plan of the Nippon Yusen Kaisha for the construction of 500,000 tons of new ships has been abandoned for the time being, with the exception of some 150,000 tons already built, bought, or ordered under the programme. The suspension, it is said, is due to the continued depression in the shipping world, and to the fact that most of the German ships surrendered to Japan will be entrusted to the company, which will render unnecessary the corresponding number of new ships.

But the very high cost of shipbuilding at the present time is an important factor in this universal decline. It has been mentioned in connection with the curtailment of the Nippon Yusen Kaisha's

programme of construction; it is assigned as the cause of the decline of shipbuilding in America, and also in Great Britain.

"Costs of tonnage have risen so rapidly, and are still rising," says the Bulletin which we have quoted above, "that the directors of lines and other shipowners are giving grave consideration to the outcome of a continuance of the upward movement. At the present time the costs of construction alone have risen to more than 250 per cent. over pre-war levels, and although certain increases in rates, etc., have partially kept pace with rising costs, the margin, to which must also be added the additional repairing costs, etc., tends to widen, and already has reached a difference sufficient to cause Sir FRANK LLOYD to state, at a meeting of the directors of the Anchor Line, that should the need arise for additional tonnage the lines with which he is connected will resort to the purchase of second-hand vessels." This is borne out by a recent report on conditions in the Scottish shipbuilding industry which states that prices remain so high that no fresh orders are being received, and there is little immediate hope of any improvement in this direction. In fact, several firms have already cut their losses by paying a heavy monetary penalty in order to cancel orders placed some time ago. If this be the sole reason for the halt which is being called in shipbuilding in Great Britain and the United States, and to some extent in Japan, we wonder what the prospects are for shipbuilding in Hongkong and China.

An official report published sometime ago revealed that during the war ships were built more cheaply, and it may be said no less efficiently, in Hongkong than in any other part of the world in which the British Government placed orders. Our enterprising Dock Companies are doubtless making the most of this "unsolicited testimonial."

It will be noticed that there is no reference in all this to the possibility of overbuilding. The world has been building at a great pace since the Armistice, but with Russia isolated and Germany and Austria still unable to trade in the markets of the world to anything like the extent to which they traded before the war, overbuilding is a factor which must very soon affect the situation, if it is not doing so already.

Lloyd's Register of Shipbuilding Returns for the quarter ended September 30th, show that during the last 12 months—i.e., since the close of the March quarter of 1919—tonnage under construction in the United Kingdom has increased from 2,534,845 to the present "record" total of 3,731,098, an increase of over 33 per cent. During the same period the tonnage under construction in the United States has fallen from 4,185,523 to a total of 1,772,193, or 58 per cent. We can very well doubt whether rising costs entirely account for this decline in shipbuilding in the United States. Adequate supply is a more likely explanation. If we have now, as the prophets tell us, to face a world-wide depression of great magnitude it is not surprising that a halt is being called in shipbuilding.

No cases of communicable diseases were reported in the Colony on Tuesday.

The F.M.S. Supply Bill for 1931 provides for a sum of \$101,123,086. Railways, including additions to capital, are allotted \$23,075,123.

Mr. J. H. Quintrell, acting Inspector of Shipwrights, Construction Department, Portsmouth, has been appointed Inspector of Shipwrights, Hongkong.

Notices have been sent to all the principal clubs throughout the F.M.S. relative to the proposed formation of a Scottish Kilted Platoon in each of the five companies of the new Malay States Volunteer Reserve.

It is stated that mail communication between Vladivostok and Soviet Russia by railway has been re-established. How long, we wonder, will it be before the international mail service via Siberia will be re-established?

Tuesday's mail from England brought a Christmas mail. Threatened with the dislocation of communications by a coal miners' strike, people at home with friends in the East took "time by the forelock" and posted their Christmas mail early.

Since Formosa has been occupied by Japan a great impetus has been given to the fishing industry, and an important potential and actual demand for vessels has developed. Motor boats are used for catching bonito and tunny, which are found in great abundance. There are some 280,000 Japanese vessels engaged in the fishing industry in Far Eastern waters. About 4,000,000 people are employed, and the value of the products obtained amounts to 120,000,000 yen annually.

The Indian watchman, who, accidentally, shot himself inside the Chartered Bank buildings on Monday while playing with his revolver, has succumbed to his injuries.

A sensational return from the dead is reported from Witham, Essex. A petty officer, named Reginald Clift, who was officially reported as killed on the Tigris three years ago, returned from China, and, walking into the Constitutional Club, came face to face with his father, who had given him up as lost.

In order to minimize the number of accidents in Tokyo, the City Electric Bureau is distributing thousands of circulars, calling on people to "hear the sound of the warning bell." A circular is being sent to every home through the school children of the city. Over 250,000 such hand bills have been printed.

A writer in *The Metal World* points out that China at the present time is practically bare of tin. The exports from China for the first six months of the present year amounted to 113,242 piculs, or, say, 6,857 tons, which is only 46 tons less than the total exports for all 1919. The heavy export was undoubtedly due to the drop in the silver exchange in the second quarter. As stocks were held up pending some improvement. The stocks of tin, according to the latest advices from Hongkong, do not amount to more than 3,000 tons, as compared with 8,000 tons at the beginning of the year.

The water return for the Colony on December 1st, received yesterday, shows 1,987.98 millions of gallons in the reservoirs of the island on that date compared with 1,721.80 millions of gallons on the same date last year. The consumption during the month of November is given as 28.0 gallons per head per day, which is five gallons per head more than in the month of November last year. At Kowloon the water in storage on December 1st was 389.50 millions of gallons, compared with 329.41 millions on the corresponding date last year, and the consumption in November was 15.6 gallons per head per day as compared with 13.7 last year.

The following extract is from the *Japan Advertiser*:—Nearly twice as many Germans are in Japan to-day as were here before the war, say Japanese importers, who fear that many Japanese products will be driven from the market once German industry recovers its former prosperity. German toys, chemicals and dyes valued at more than ten million yen have already been imported, they are quoted as saying by the *Yamato*. German residents in this country are steadily increasing in number, most of them being employed in factories as engineers. Nearly 100 applications have been received from German engineers and other experts for position in this country.

WRECK OF STEAMER IN HAINAN BAY.

END OF THE OLD "WATERWITCH."

News was received in Hongkong, yesterday, of the loss of the s.s. *Namwan*, owned by the Kwong Hip Loong, of Kowloon. The vessel flew the Portuguese flag and was commanded by Captain Conceicao. She was formerly the *Waterwitch*, one of H.M. Surveying ships. On November 27th the *Namwan* left Hoihow for Hongkong with a small cargo and a few hundred head of cattle and pigs. She encountered fog that evening and anchored in Hainan Bay but proceeded next day in rough weather. A gale from the north-east drove her out of her course and she struck a sandbank. For two hours efforts were made to save the vessel, but her condition became so dangerous that she had to be abandoned. In the ship's boats the captain and crew succeeded in reaching land and walked back to Hoihow. The *Namwan* soon sank and notices have been circulated in Far Eastern ports warning mariners of the possible danger to other shipping from the presence of the wreck.

The captain and crew of the *Namwan* reached Hongkong, yesterday, on the Indo-China steamer *Loksang*.

MOTOR RICKSHA ANNOUNCED.

Invention of a new motor ricksha by Captain Saikichi Nishiki is announced. Captain Saikichi, formerly of an Artillery Regiment, was discharged by the Meiji India Rubber Company because of the amount of time he was devoting to studying his invention. Since then he is alleged to have been supported by the efforts of his wife.

JEWEL SNATCHING IN HONGKONG.

EXEMPLARY SENTENCES.

Two cases of jewellery-snatching in the street were dealt with by Mr. N. L. Smith at the Magistracy, yesterday. In the first one, a Chinese was charged with snatching a gold neck chain and pendant, valued at \$30 from a Chinese woman who was walking in Sai Street West. He now pleaded guilty, but Inspector Blackman said that when the defendant was brought to the Police Station he stubbornly denied complicity in the theft. Not until he had been entirely stripped did the chain fall to the ground, and it was not clear in which garment the article had been secreted.

A sentence of three months' imprisonment and eight strokes of the birch was imposed.

Another Chinese was charged with taking a gold ear-pick from the hair of a Chinese woman in Far Hing Street. He pleaded guilty and, as there was a previous conviction against the man, he was awarded a sentence of three months' imprisonment.

OPIUM FROM SHANGHAI.

IGNORANCE OF LOCAL REGULATIONS PLEADED.

At the Magistracy, yesterday, before Mr. G. N. Orme, Sergeant Murphy charged a Shanghai Chinese woman with being in unlawful possession of 2.55 taels of prepared opium. She was going on board the steamer *Fatshan* when she was searched and the opium found on her person. The woman said the drug belonged to her husband.

The husband told the Magistrate he had only been in Hongkong two days and pleaded ignorance of local regulations with regard to opium. The opium was for his personal use.

The Magistrate imposed a fine of \$200 and ordered the opium to be confiscated.

BUYING A CONCUBINE.

A CHARGE OF FRAUD.

Before Mr. G. N. Orme, at the Magistracy, yesterday, a Chinese woman was charged "for that she, with another person not in custody, did obtain by false pretences" the sum of \$30. She pleaded not guilty.

Inspector Caygill, who had charge of the case, said the defendant represented her sister to be an unmarried woman and arranged for her sale to a man with whom she was to live as his concubine. After two days she disappeared, and the defendant was arrested on the present charge.

A remand was ordered until December 11th.

ROAD CONSTRUCTION AT CANTON.

A representative of the *Canton Times* has been informed by Mr. Fo Sun, chief director and Mr. W. S. Lun, chief engineer of the Canton Municipality, that there are now 16 miles of the city roads open to traffic, while some 30 miles are still under construction. The roads are either 70, 80, 100, or 150 feet wide, all depending upon the importance of the thoroughfare.

Along the side-walks of the roads of but 70 feet, trees will be planted, and no electric cars will be permitted to run on them; they will be for the rickshas and other trackless vehicles only.

No trees will be planted on the side-walks along streets of 80 feet wide, but porches may be built over them. These streets will admit of a tramway.

Trees will be planted in the middle of the streets 100 feet wide and over the side-walks of these roads porches may be erected by the owners of residence abutting on the road.

There will be a motor-road from the Canton-Kowloon Railway Station to Sha-ho, with two branches, one running to the White Cloud Mountain, the other to Yia-long. On the sides and in the middle of this road, trees will be planted.

INCIDENTAL TO EXCHANGE.

The unsettlement of foreign exchange has bred a considerable contempt for foreign currency in the minds of certain Americans. The American father of one Frank who had stayed in France to "clean things up," had established a generous line of credit for him. Friend son began to hit things up rather hard, and in consequence the father received a cablegram reading: "Your son's account already overdrawn one hundred thousand." To which he cabled back to the bankers: "If you mean dollars, send him home; if you mean those funny little things, let him have all he wants."

CABLES.

LATEST CABLES.

(THROUGH REUTER'S AGENCY.)

PRINCE OF WALES MESSAGE
STIRRING RECEPTION AT
GUILDHALL.

LONDON, December 7th.

His Royal Highness the Prince of Wales had a great welcome in the City this afternoon when he visited the Guildhall and received the City of London Corporation's address of congratulation on his triumphal tour in Australia and New Zealand. There was a large and distinguished gathering at the Guildhall, including His Royal Highness the Duke of York, other royal personages, the Archbishop of Canterbury, the Premier, Cabinet Ministers, High Commissioners, and Agents-General.

The Prince of Wales, who was wearing the uniform of a naval Captain, received a great ovation. Replying to the address, the Prince of Wales declared that the British peoples were never more firmly united in devotion to the Empire and to the King, its head, than at present. It had been his good fortune to enable that devotion to show again its strength.

Mr. Lloyd George, in giving the toast of the Prince of Wales, at the luncheon, said that His Royal Highness's visits were landmarks in the history of the Empire, strengthening the invisible currents that kept us together. No President, or President's son, could have done what the King and the Prince of Wales had achieved for the Empire.

The Prince of Wales, replying, after a narrative of the tour, referred to the ex-Service men of the Empire as the backbone of the nation. He wanted them always to regard him as a comrade. He considered it the greatest compliment being called a "Digger" when he landed in Australia. He was convinced that the future of the Empire was safe in the keeping of the ex-Service men, and he was convinced that the Old Country, where the problem of employment was the hardest, would do its utmost to give the ex-Service men a chance. The younger nations were putting their shoulders to the work of development with credit and enterprise, but they needed our help and sympathy.

"They were ready to stand by us any time," the Prince of Wales said, "but we must endeavour to appreciate their viewpoint. This country had been perilously near an industrial struggle which might have impoverished us and seriously affected the world. Comradeship and co-operation would help to solve the great social and economic problems confronting us."

His Royal Highness concluded: "Let us see that the work of our ancestors, who overcame great difficulties, was not in vain."

The natural delivery and sincerity of the speech evoked a storm of cheers.

Mr. Lloyd George left his seat and congratulated the Prince of Wales.

BATTLESHIPS OR NO
BATTLESHIPS.PROBLEM OF NEW BRITISH NAVAL
PROGRAMME.

LONDON, December 7th.

Battleships or no battleships in the forthcoming naval programme is becoming the burning question, owing to the reported differences between the Admiralty and the Cabinet. The former has decided to ask for a programme of battleships on the ground that both the United States and Japan are now building capital ships on a large scale.

The *Daily Mail* says, in this connection, "We must have a policy that will secure our old position at sea, but the question has yet to be decided whether the construction of capital ships is the right policy. The point cannot be decided, until the facts of the Battle of Jutland are completely known."

The *Daily Mail* points out that, within a few years, the United States will have at least twelve, and Japan sixteen ships of the post-Jutland type.

M. CLEMENCEAU.

ARRIVAL IN CALCUTTA.

CALCUTTA, December 7th.

M. Clemenceau has arrived here. He was enthusiastically received by the French and British residents and Indians.

PEACE PROSPECTS IN
IRELAND."PROFUSE DISPLAY OF OLIVE
BRANCHES."

LONDON, December 7th.

The Irish situation seems to be rapidly changing for peace. Indeed, there is a profuse display of olive branches. It is clear that the Government will lose no time in replying to Father O'Flanagan when it ascertains that he is able to speak for Sinn Feiners.

Important developments are expected after an interview between Mr. Lloyd George and Mr. Arthur Henderson to-day. Much depends upon whether the murder gang will allow Father O'Flanagan and other peace-seekers to pursue the path of negotiations. These peace efforts have already provoked threats from extremists, whose activities, however, are counteracted by the undoubted general desire for peace of the mass of the Irish people.

REPUBLICAN ARMY MUST
SURRENDER.

LONDON, December 7th.

Loud cheers greeted the emphatic declaration of Mr. Bonar Law in the House of Commons, this afternoon, that "there can be no truce, or a successful advocacy of a truce in Ireland, until the extreme leaders of the Irish Republican Army surrendered or were arrested."

The statement was made in reply to protests from Mr. Devlin against the arrest of six members of the Dublin City Council on December 6th, on the ground that this would make Irish peace impossible.

Sir Hamar Greenwood emphasised the fact that the arrests were carried out most considerably. All these arrested were members of the Irish Republican Army.

Mr. Bonar Law also stated that no reply had yet been sent to Father O'Flanagan.

UNDERMINING LOYALTY OF
ARMY.

That, in the questioner's words "constant and insidious attempts to undermine the loyalty of the Army were being made by members of the Republican and revolutionary organisations in Great Britain" was admitted by Mr. Williamson in the House of Commons this afternoon.

Replying to Colonel Newman, Mr. Williamson said that the military authorities were carefully watching the attempts and necessary steps were being taken, but it will not be in the public interest to give details.

EARLIER CABLES.

IRONY OF DUBLIN CORPORATION
ARRESTS.

LONDON, December 6th.

By a curious irony when members of the (Dublin) Corporation were arrested, the two resolutions they were discussing were, firstly, urging those well disposed to call a truce for a month for the purpose of promoting peace and goodwill amongst all sections and the proposed establishment of a Committee to pursue a policy of reconciliation, and, secondly, calling on all parties to cease outrages and work for peace.

"FREEMAN'S JOURNAL" CASE.

LONDON, December 8th.

Two Directors and the Editor of the *Freeman's Journal* have been found guilty on two charges, namely, spreading a false report, and spreading a report intended to cause disaffection.

MR. ARTHUR HENDERSON'S
VIEWS.

LONDON, December 8th.

The Right Hon. Arthur Henderson, head of the Labour Party's mission to Ireland, has returned to London. He declared that the desire for peace had never been so strong and widespread amongst all classes in Ireland as at present, and strongly urged the opening of official negotiations for an armistice.

LEAGUE OF NATIONS.

GERMANS JUBILANT AT
ARGENTINA'S ACTION.

BERLIN, December 7th.

The German Press is very jubilant over the action of the Argentine Republic in connection with the League of Nations, and speaks derisively of the League, which, it says, now "stands revealed in all its nakedness for the prevention of a real re-construction in the world."

COTTON INDUSTRY CRISIS

WORKING HOURS IN LANCASHIRE
MILLS.

LONDON, December 6th.

Owing to a crisis in the industry, the cotton-spinning mills in Lancashire have begun running half-time. One hundred thousand operatives are working only three days a week.

LATEST CABLES.

ANOTHER SHOCK TO
COALITION.IN HOME RULE BILL DEBATE IN
HOUSE OF LORDS.

LONDON, December 7th.

The Government was again defeated in the House of Lords last night, on the Home Rule Bill, when an amendment by Lord Asquith was carried against the Government, by 51 votes to 50, deleting clause 70, which lays down that if either of the two proposed Parliaments in Ireland have not been properly constituted, then Southern Ireland, or Northern Ireland, as the case may be, shall be governed as a Crown Colony.

GREEK PLEBISCITE.

PROSPECTS OF RETURN OF
CONSTANTINE.

ATHENS, December 7th.

The Greek plebiscite shows a very large vote in favour of the return of Constantine. The Liberals and Socialists, mostly, abstained from voting.

RAILWAY STRIKE IN NORWAY

PARLIAMENT ADJOURNS TILL
NEXT YEAR.

CHRISTIANIA, December 7th.

The Odelslag has resolved to adjourn till next year in view of the necessity of political peace during the railway strike.

The motion for adjournment was opposed by Socialists, who had introduced a Bill taxing railway shareholders and companies to which the Government was opposed.

VARSITY RUGBY.

OXFORD BEAT CAMBRIDGE.

LONDON, December 7th.

At the Queen's Club, in a rugby match, Oxford beat Cambridge by 17 to 14 points.

U.S. PRESIDENT-ELECT.

RECEIVES OVATION IN SENATE.

WASHINGTON, December 8th.

Congress opened to-day. Senator Harding was present in the Senate and was greeted with applause. In response to the ovation, he made a brief speech forecasting a period of closer and more friendly co-operation between the White House and Congress.

SPECIAL SESSION OF CONGRESS.

The President-elect, Mr. Harding, has stated that during a conference with Senators he asked the Senators to proceed with all Appropriation Bills as rapidly as possible, in order to finish them for a special session of Congress which will be held as soon as possible after March 4th.

EARLIER CABLES.

U.S. TRADE DEPRESSION.

NO PROSPECT OF EARLY RELIEF.

NEW YORK, December 6th.

The Federal Reserve Board's monthly review does not foresee an early relief from the present business depression, which it ascribes, chiefly, to the consumers' evident determination to await the fall in prices. The favourable elements in the immediate future are an improvement in transportation and the easing of credit conditions.

STEPS TO HELP FARMERS.

WASHINGTON, December 7th.

The Joint Committee of the Senate and the House of Representatives investigating the agricultural situation has approved a resolution directing the revival of the War Finance Corporation, and also directing the Federal Reserve Board to extend liberal credit to farmers.

U.S. STATE DEPARTMENT.

MR. COLBY'S REQUISITION.

WASHINGTON, December 7th.

Mr. Bainbridge Colby is taking Congress to increase by nearly \$3,000,000 the appropriation for the State Department. He explained that America is in the immediate future in a commercial competition with other nations, which are reviving after the war and intensifying their efforts to gain fresh foreign markets, seize markets formerly controlled by the enemy Powers and attain a high degree of economic production. Therefore, an adequate staff of technical experts is needed in the American Foreign Service.

INFRINGEMENT OF TRUST
LAW.U.S. GOVERNMENT WINS ITS
CASE.

NEW YORK, December 8th.

The Government has won the suit against the Lehigh Valley Railroad Company and the Lehigh Coal and Sales Company, which was affiliated to the railway company. The Court decided that the formation of the Lehigh Coal and Sales Company violated the Sherman Anti-Trust Law and ordered the re-distribution of the shares of the railroad company, as requested by the Government.

U.S. IMMIGRATION.

VIEWS OF SPECIAL COMMITTEE.

WASHINGTON, December 7th.

The Immigration Bill Committee has decided to report favourably on immigration.

OUR LONDON LETTER.

PRINCE OF WALES AND EMPIRE
QUESTIONS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, November 6th.

THE PRINCE OF WALES.

I hear that those in contact with the Prince of Wales are impressed by the earnest attention he devotes to general matters affecting those parts of the Empire he has visited. On his travels he has made a strong point of learning at first-hand from authorities on the spot the true bearing of local problems. He has a sympathetic ear for legitimate troubles, and a keen desire to put them right without resorting to red-tape methods.

Since his return from Australia the Prince often sees the Colonial Secretary. These interviews are quite informal. They are not arranged by correspondence. His Royal Highness prefers to use the telephone, usually stating that he would "like to see the Minister when convenient." A time is fixed, and the Prince calls at the office. It frequently happens that the higher permanent officials are unaware of his presence in the building. There is no doubt that the outlook of our future King is not bounded by "the narrow seas," he possesses the true vision of Empire.

A VAST NEWSPAPER ENTERPRISE.

Fleet-street is mildly excited over inquiries that are now being made for editors, sub-editors, reporters, and an army of special writers for a series of newspapers to be started in India with a powerful financial backing. No fewer than fourteen daily and weekly journals are to be established as mediums for spreading accurate information about Britain and the Empire among the people of the great Eastern land. Fabulous salaries are being offered for the right men; and the salary of the editor-in-chief, it is said, runs into five figures.

The gentleman in charge of the preliminary arrangements is Mr. Campbell Howes, who has made his headquarters in the City, and the general manager has been chosen from the *Times* staff. Both are comparatively young men, and appear to have "money to burn." I learn that Messrs Tata, Ltd., famous as Merchant Rumpies where India is concerned, have put down half a million as "something on account"—and there are others!

A London office is to be maintained with a huge staff, and the group of papers will have their own cable service. This, no doubt, will make our good friends, Reuters, sit up and take notice; and papers further East than India should in that case stand to gain something as a result of vigorous competition.

PHILOSOPHY—NEW STYLE.

Here is a curious little anecdote which is told in connection with a certain West End club. A very wealthy man, recently elected, was noticed to spend most of his time, with the young members listening to their conversation. Asked by a friend why he wasted his time with boys, he replied that he made his money out of ideas, adding: "Ideas prefer the society of youth. I don't know how to hold my tongue. It pays any man of my age to listen to youth talking unrestrained. Even on days unprofitable, it costs me nothing."

AFTER THE STRIKE.

There is talk of the agreement that was reached in reference to the coal strike as a "victory for the men," and as a "victory for the employers," according to the point of view. But the use of military terms in a struggle of this description is singularly inapt and misleading. For a "victory" presupposes the triumph of one side over the other, and how anybody can discover cause for elation in a dispute which, no matter how it is regarded, means a blow to the country's prosperity is not exactly clear.

An attempt has been made in certain quarters to represent Mr. Smilie in a very favourable light. He is praised for his moderation during the negotiations that preceded the final settlement between the Miners' Federation and the Government. We are invited to regard him as a well-meaning person, entitled to consideration, and even sympathy, like a strong man struggling with adversity. The point is conveniently ignored that Mr. Smilie, as the President of the Miners' Federation, was mainly instrumental in forcing the strike upon the country. That being the fact he must be held responsible for the consequences. It is merely sloppy thinking that puts the case differently; and the general public certainly has no sympathy to waste on the miners' leader and his chief associates.

THE PASSING OF THE LORD MAYOR.

It is within the mark to say that there was a certain sense of relief when the Lord Mayor of Cork died, and the daily paragraph about his condition disappeared from the newspapers. While he lived he was a considerable asset to Sinn Fein, who made an enormous amount of political capital out of him at home and abroad. Now that he has gone the expected has happened, and he is exalted as a martyr.

"Murdered by the Foreigner in Brixton Prison, London, England," was the inscription on Mr. MacSwiney's coffin. I do not know how the death of the unhappy man strikes your readers, but I can definitely state that here it is considered the "martyrdom" business has been completely over-done, and opinion outside the charmed circle of the leader-writers on a few party papers is perfectly satisfied that Mr. MacSwiney committed self-murder by starving himself to death.

It is easy to work up a sentimental atmosphere about a prisoner in Brixton who elected to die for a cause; but there is the prosaic truth that he was tried and convicted of treasonable activities as a Brigadier-General in the "Irish Republican Army." If British rule in Ireland was even a faint resemblance of the cruelty and oppression that Sinn Fein represents it to be, the Lord Mayor of Cork would never have gone on hunger strike at all. He would have been shot as a rebel in arms against the King.

AN EXTRAORDINARY FUNERAL.

The funeral procession from Brixton to Euston, whence the body was conveyed to Cork for burial, was probably the strangest scene that has ever been witnessed in the streets of London or any other city in the world. The Lord Mayor, as I have said, was an officer of the so-called Irish Republic which declared war on England; and yet we saw the funeral demonstration conducted with the assistance of the London police and City authorities. Among the processionists was a bodyguard of Sinn Feiners in the rebel uniform of the Republican Army, and the whole astounding proceeding was greeted with respect by the English people.

Can there be stronger evidence of the humanity and decency of the English character? The correspondents of foreign newspapers were absolutely unable to understand the meaning of this to them insoluble riddle. Failing any other explanation one of them concluded that it was part of a deep scheme to belie the accounts of English severity towards the Irish. He forgot that if the English felt cause to be satisfied they would have obliged the Lord Mayor's friends to smuggle the body very quietly away. The true explanation, of course, was that the Lord Mayor was a political prisoner who died of his own accord in prison and that ended official concern with him. The funeral arrangements were another matter, and were given the official assistance that would be accorded to any funeral, which would show the same amount of public interest.

DEALING WITH AGITATORS.

The Emergency Powers Bill, which was passed rapidly through Parliament, received the Royal Assent this week. It arms the Government with summary powers, and practically means that agitators and other fomenters of political trouble can be laid by the heels by the police as easily as the common empuise or the area sneak. Hitherto, these gentry were difficult to control, as they could not be proceeded against under common law. The new Act changes the practice of dealing with undesirable.

There are also powers under the Act to deal with problems such as are suddenly raised by lightning strikes, which are in reality attacks on the life of the nation. The threatened railway strike is a case in point. It is no secret that the Government drafted the Bill many months ago, but it was postponed again and again, because it was feared the House of Commons would refuse to pass it. The coal strike gave the Government their chance; and, in addition, the action of the railwaymen was a challenge so direct and brutal that there was no option but to press forward with the measure.

But for the railwaymen "butting in" it is doubtful whether Parliament would have passed the Bill. There would have been effective protest that the liberty of the subject was being invaded. This argument could not be used when a big trade union proposed to throw the whole trade of the country into chaos utterly regardless of the consequences.—H. B.

OLD STAMPS AS AN

INVESTMENT.

SENSATIONAL PRICES PAID
AT RECENT AUCTIONS.

The high prices for which old European postage stamps have been sold at auction prove that there is no sounder or more portable form of security than a rare stamp (says Douglas B. Armstrong). Collections are subject to no duty, hence the phenomenal prices to which standard philatelic rarities have mounted in Germany, Austria, and elsewhere. The three pfg. stamp of Saxony (1850), valued by English standards at 200, sold recently in Berlin for the record sum of £200, or 18,100 marks.

A pair of the quarter groschen value of Mecklenburg-Strelitz stamps realised £680, and two vertical pairs of the quarter groschen Oldenburg stamps £400 each.

Recent prices at London stamp auctions, if less spectacular than these, have borne closer relationship to the actual values of the stamps.

At Harmer, Roake, and Co.'s rooms 270 was realised for the first one-franc vermilion stamp of France, 1849; £78 for a repaired copy of the three lire Tuscany (1887); and £30 for the sixpenny green Natal, 1857.

Twenty pounds was also paid for the five shillings Cape of Good Hope 1853 stamp, and 27s for a slightly defective copy of the one pound British L.L. Official (1902). A pair of the first one penny Queensland sold for £50. Mr. H. K. Harmer obtained £28 for the fourpenny dark blue triangular Cape, and £20 for the fourpenny dull rose Ceylon.

THE WARWICK COMEDY CO.
THE CASE OF LADY CAMBER.

Last night the Warwick Comedy Company added to the good reputation they enjoy in Hongkong by an excellent rendering of H. A. Vachell's drama, *The Case of Lady Camber*. The piece was masterfully dramatised and abounded in dramatic situations which were capably handled by the company. The story is of the unhappy marriage to an actress of Lord Camber, a libertine. The wife develops an illness and dies somewhat unexpectedly under treatment in a specialist's house. The nurse in charge of Lady Camber had an obscure affair with Camber years before and as a result of his machinations she is suspected of having administered a narcotic that caused Lady Camber's death, in order to prevent a divorce. The dispelling of the suspicion and the preliminary to a marriage that the audience expected from the first brought the curtain down on a very enjoyable entertainment.

As Lady Camber, Miss Beatrice assumed a vulgar, overbearing, but girlish character with a fine sense of conviction that pleased everyone. As Dr. Napier, Mr. Thorpe Mayne sustained the impression he gave us, early in the season, of being a capable character-artist. Mr. Tom Feawick played Lord Camber—a rather insipid part that gave little opportunity for a display of his ability. Miss Joan Mayne was delightful as Esther York, Lady Camber's nurse. Her part gave wide scope for emotional acting and Miss Mayne was quite worthy of the part. Mr. Frank Whately as Sir Bedford Slutter, F.R.C.P., gave a faithful representation of a syphilitic, fostering old society doctor. Peach—Lady Camber's maid—was made humorous by Miss Muriel Aled. The minor parts were well filled by Miss Lena Flowerdew, (Lady Matilda Rye), and Mr. Dudley Howarth (a butler). The play was in four acts. To-night "Doormats" will be presented.

MURDEROUS SINN FEIN RAID

LORD HAIG'S STORY.

Field-Marshal Earl Haig, at the twenty-first anniversary dinner of the Old Comrades of the 15th Lancers, better known as the "Dead or Glory Boys," told a graphic story of the recent Sinn Fein raid on Malvern military barracks when a detachment of the regiment was surprised.

"The Malvern garrison," the Field-Marshal explained, "consisted of one officer, thirty-five men, and thirty-one horses. The barracks were surrounded by a high wall, and on two sides hemmed in by houses and cottages. On a third side they were fully commanded from a hill about a thousand yards distant. About 9.15 a.m. on September 28, after the officer had left, with twenty men and all the horses, on exercise, a civilian arrived at the barrack gate and stated that he had a letter for the barrack warden, who resided in the barrack. He had been instructed to deliver it personally, and it required an answer."

"The sentry," continued Lord Haig, "at first refused to open the door, and raised the periscope and looked at the letter. After further discussion the civilian suggested that the sentry should open the door and satisfy himself that the letter was genuine. The sentry then opened the door slightly and took the letter. The civilian put his foot against the door and squeezing it wide open, suddenly thrust his arms round the sentry and commenced struggling with him. The sentry shouted, and at the same moment another civilian appeared from behind the first, thrust his way past, and fired at Sergeant Gibbs, the N.C.O. in charge, who was running to ward the guard-room. The shot took effect, Sergeant Gibbs falling in the entrance to the guard-room, where he was fired at as he lay on the ground, and murdered at short range."

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"At the same moment two painters, working in the barracks as civilians, who had been employed by the Government for over two years, ran from their work immediately outside the guard-room window, jumped over Sergeant Gibbs's body, and fired a few shots into the guard-room. Then these two men, with a revolver in each hand, held up the remainder of the guard, a corporal and two men. The men had been in the habit of sharing their rations with these painters and looked on them almost as comrades. The arms of the whole detachment were kept in the guard-room, and further resistance was therefore impossible. Thirty Sinn Feiners appeared over the barrack walls. Leaders had been concealed in the neighbouring cottages, and had been brought up for the purpose."

"GLORIOUS DEVON"

A ray of hope for those Easterners who are contemplating a trip home in the near future. The following is from a letter of a former Singapore resident, now settled down in Devon:—"This is a delightful spot to settle in and conditions at home are very much better than we were led to expect—in fact there seems to be little difference in this delightful corner of the old country. The shops are bursting with their respective wares, and though prices are still high they are coming down all the time and one can live and have the luxury of domestic and a gardener for half the cost existing in Singapore; and there is the joy of life which makes you feel you can walk through a brick wall, whereas one is never equal to more than a match-board partition in the Straits. And a going back? No—unless I am through unforeseen circumstances compelled to."

Draw the cork and
Haig & Haig Five Stars
Scots Whisky will
sing its own praises



The quantity is
limited, the quality
is rare. You cannot
get it everywhere

Your good taste tells you to get Haig & Haig Whisky

THE famous "Five Stars" brand is appreciated by discerning users of stimulants all over the world. Wherever people of good taste meet and have fellowship, in all good Clubs and cultured homes, it is welcomed and esteemed because of its exquisite delicacy of flavour. No other whisky is of the same superior quality.

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Haig & Haig
Scots Whisky.
They will appreciate
your good judgment.

SEEING THE NIGHT CLUBS OF PARIS.

CROOKS AND CUISINE OF THE
UNDERWORLD.

Mr. H. J. Greenwall, the *Daily Express* Correspondent in Paris, writes:

Three Englishmen—an actor, a business man, and a journalist—were talking about Paris. The first and the last knew their pre-war Paris—and loved it. The actor was saying that the Gay City was "gay" no longer; it had become an international playground. The journalist's wings had been scorched many times when the moths fluttered round the bright light that burnt so brightly in the days that are dead and gone. The business man was practically a new comer, and wanted to be shown. So the journalist agreed to take him on a tour of investigation. Well—

We started out, the business man and I, to spend a real typical Parisian evening. After dinner we strolled along the boulevards towards the establishment that is the rage of Paris. I can only say of it what the French milliner said of the new fashion hat she placed in the window: it is "the last about." It is a gorgeous place, this new restaurant. Typically Parisian. It belongs to an English Company. Upstairs there is an excellent orchestra. The conductor is an Italian.

ENGLISH DANCING GIRLS.

Downstairs there is another band; a real good jazz band, all Americans. People dance, and wine, and dine. "Do you want to know what the Parisians are discussing? Listen. 'Wal, if this little dive don't beat any thing Chicago.'"

A hand pushes out a placard bearing the word "Attraction," and the band strikes up a popular tune. Miss Stella, Marvis, wearing a costume reminiscent of May Yobe in "Little Christopher Columbus," walks through the audience singing a song in English or American, I forget which. Later she is joined by eight girls from Manchester and Liverpool, who sing and dance.

You have had enough of this! So have I. We go to another English establishment, the property of an English company, and there we hear English and American music and English and American conversation. The night is still young, but the Government decrees that everything must shut up at one. So we accept the hospitality of an American friend who takes us to his "club." I shook hands with stranger and became a member. Almost like London night life!

Then we entered a place that used to be a theatre. Now it is the Club. There is an American jazz band, with a nigger trap drummer. The last time I saw him was in the Foreign Legion. America sent us her best and worst; the best seem to have gone home. Here around the American bar, one hears all languages, including German, but, mighty little French. There are men who are possible gamblers in the Bowery—and others. Fights are frequent, but there is no official interference.

DREDS OF HUMANITY.

It is now three-thirty. The famous "Pere Tranquille" restaurant in the Central Markets opens at four. Downstairs there is the little zinc bar where the market porters are already drinking their coffee and "petit verre." Upstairs there is an oblong room, full of the dreeds of humanity. Well, might one cry with Ferdinand in the "Tempest," "Hell is empty, and all the devils are here." Women disappear into "G.H.Q. Love," and come out dosed with cocaine. You can count a dozen women who are doped. The only Frenchman present is a drunken, much-beribboned sailor. An English "crook" is breakfasting with a pseudo Irish-Hungarian marquis; the couple are accompanied by a nondescript Englishwoman whose evening gown shows a disposition to slip from her shoulders, and whose penis could never claim an oyster as a mother.

We have enough of this "dope shop," and away for home, elbowing a path through the bustling market people.

The actor was right.

WHERE WOMEN STRIKE.

DRASTIC LESSON IN MANNERS.

Lecturing on "Native Customs of the Ba-lla of Northern Rhodesia," at a meeting of the African Society, held at King's College, the Rev. Edwin W. Smith remarked that the strike weapon was not confined to England. "The women go on strike there," he said. "If any man in a village does and says something which the women take as a slight upon them, then every woman in the kraal goes on strike. They throw down their tools, and, of course, the men are faced very quickly by starvation. The women have the food in their hands, and they will not give the men anything to eat. The men very soon succumb, and every one of them has to make apologies to the women for the bad behaviour of the one man who has offended. The women then reluctantly extend forgiveness, but, before doing so, they insist that they shall have not only apologies, but presents of beads and the like."

Mr. Smith described a curious and decidedly uncomfortable custom of the Ba-lla. It appears that these people always take out the front incisor tooth. This is done while they are quite young, and it is done by means of a hammer and chisel. The head of the boy or girl is held between the knees of a "grown up," and then someone else comes along with the chisel and hammers away until the teeth are removed. "It is a point of honour," added the lecturer, "that they may not utter a sound during the operation."

PROPORTIONAL TARIFFS FOR PARCEL POSTS.

PARIS, November 28th.
The Universal Postal Congress in session at Madrid has adopted, with slight modifications, the scheme submitted by the Commission on Parcel Posts, for establishing a scale of weights with proportional tariffs which will greatly benefit trade—French *Writers*.

THE 37th ANNUAL AL FRESCO FETE

OF THE

SOCIETY OF ST. VINCENT DE PAUL

will be held in the compound of the

CATHOLIC CATHEDRAL

and the Playground of the

OLD ST. JOSEPH'S COLLEGE

ON

SUNDAY, 12TH DECEMBER, 1920

From 8.30 to 11.30 P.M.

Under the Distinguished Patronage of

H.E. the Governor and Lady Stubbs.
H.E. Vice-Admiral Sir A. L. Duff, K.C.B.
H.E. Major-General F. Ventris, C.B.
Commodore W. Bowden-Smith, C.B.E.

Admission - - - \$1

Soldiers and Sailors in uniform admitted free.

Each ticket of admission entitles the holder to a souvenir.

In the afternoon from 2.30 to 6.30 P.M. several Stalls will be open, and amusements specially suitable for Children will be provided. Tea and Refreshments will be obtainable. Admission free. The Band of the Wiltshire Regiment will play during the afternoon.

The Grounds will be brilliantly illuminated in the Evening.

The Bands of the WILTSHIRE REGIMENT and the "SOCIETADE PHILARMONICA" will play between 8.30 and 11.30 P.M.

SOME FEATURES OF THE FETE:

Grand Concert by well-known Hongkong Amateurs.
Tea Room, Refreshment Room, Chute, Fishing Pond, Lucky Wheel, Aunt Sally, Electric Shooting Gallery, Lucky Dip, Strutting the Bolshevik, Quoits, &c., &c.

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VETERARZO
DR. LE GLENG'S
The Universal Postal Congress in session at Madrid has adopted, with slight modifications, the scheme submitted by the Commission on Parcel Posts, for establishing a scale of weights with proportional tariffs which will greatly benefit trade—French *Writers*.

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In conformity with our policy of maintaining the lowest retail prices in the United States, the prices of all Piece-goods, Clothing, Underwear, Shoes, Hosiery, etc., have been reduced 10% to 25%.

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KATORI MARU ... Tuesday, 22nd Dec., at 11 a.m.

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LONDON & ANTWERP via Singapore, Penang, Colombo, Suez

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KAMO MARU ... Friday, 10th Dec., at 11 a.m.

IYO MARU ... Wednesday, 23rd Dec., at 11 a.m.

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HAMBURG, LONDON & ROTTERDAM via Suez.

LIMA MARU ... Monday, 12th December.

TSUBUGA MARU ... Middle of January.

LIVERPOOL & MARSEILLES via Suez.

KAMAKURA MARU sailing from Singapore ... Middle of December.

AWA MARU sailing from Yokohama ... Friday, 10th December.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday

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TANGO MARU ... Wednesday, 22nd Dec., at 11 a.m.

NIKKO MARU ... Middle of January.

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BAKODATE MARU sailing from Singapore ... Sunday, 13th Dec.

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RANGOON MARU (omitting Yokohama) ... Thursday, 9th Dec.

SHIDZUKA MARU ... Saturday, 11th Dec., at 11 a.m.

YATOHU MARU (omitting Yokohama) ... Saturday, 18th Dec.

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SCOTTISH SPORT.

WATSONIANS DEFEAT RUGBY CHAMPIONS.

RANGERS' DUEL WITH CELTIC.

(FROM OUR OWN CORRESPONDENT.)

EDINBURGH, October 27th.

The great Rugby struggle of the week was between Watsonians and Heriotians, who at present hold the Championship. Twelve months ago Heriotians created a sensation by defeating Watsonians, and there was no return game. The game, therefore, appealed to Rugby supporters in a peculiar manner, and a very large crowd turned out. The play was quite worthy of the occasion. Some time elapsed before the game settled down to the normal, then, generally, Watson's got the upper hand, though not by a great deal, and eventually won by 8 points to 0. The fact that the lines were only crossed once showed the tenaciousness of the fight, and if the players belong to the Big School, the players showed great vigour and a high quality of play. The return of A. W. Angus to the Watsonians three-quarter line had an inspiring effect, but the whole team played with dash and keenness. The forwards were well set, and as a result the backs got a good share of the ball. While the Heriotians failed to be a force in attack, they were capital in defence. They compared poorly as a division with the same division of Watson's, though it was disarranged as a consequence of injuries received by Nimmo early in the game, and by J. B. Langlands, who was off during most of the second half.

There was some stirring play between Edinburgh Academicals and Royal High School F.P.'s, and at one time it looked as if the Edinburgh men would break their opponents' record. Stewartians had a quite comfortable win from Kelvinside Academicals. Glasgow Academicals are improving, and punished the Edinburgh students badly.

Watsonians, 8; Heriotians, 0.
Stewartians, 11; Kelvinside Acads., 4.
Glas. H.S. F.P., 11; Wand., 3.
W. of Scotland, 8; Greenock Wand., 3.
Edin. Acads., 14; R.H.S. F.P., 12.
Glas. Acads., 27; Edin. Univ., 8.
Hillhead, 8; Glas. Univ., 0.
Watson's 11; Glas. H.S., 0.
Glen's, 3; Heriot's, 0.
Jed Forest, 12; Gala, 0.
Selkirk, 13; Melrose, 0.
Fettes, 14; Trinity, 3.
Edin. Univ., 9; Glas. Univ., 0.
London Scottish, 8; Blackheath, 13.

ASSOCIATION LEAGUE.

In Association circles, as in Rugby, one engagement dwarfed all the others. The opening 20 minutes gave no indication that it would be a close duel; Rangers had a distinct superiority, though they failed to get a goal. The whole course of the game and their ultimate victory show that they are in need of a good centre forward. It was the wings that gave them the pull, for there was never any combined movement in attack. As a rule it is accepted that combined play will always defeat individual effort, but the experience of this game provided the exception. Second in importance was the meeting of Hamilton Academicals and Airdrieonians; but the latter were disappointing; they only secured a draw, and it is not probable, therefore, that they will provide the much needed opposition to Rangers and Celts. Of course it is now practically impossible that Heart of Mid-Lothian will have a chance of the Championship; but their game against Dundee shows that they may take some part in attacking the leading Clubs.

Aberdeen, 1; Raith Rovers, 0.
Aldon Rovers, 1; Ayr, 2.
Celtic, 1; Rangers, 2.
Dumbarton, 4; Queen's Park, 0.
Falkirk, 1; Morton, 0.
Hamilton, 0; Airdrie, 0.
Hearts, 3; Dundee, 1.
Kilmarnock, 0; Motherwell, 3.
Thistle, 3; Kils, 2.
St. Mirren, 3; Clydebank, 0.
Third Lanark, 3; Clyde, 0.

SCOTLAND'S FAMOUS LIGHTWEIGHT.

Like good wine, Tancy Lee, the great little boxer from Leith, seems almost to improve with age. He was a veteran as boxers go when he took to the noble art, as a professional, but proved his worth when he won the fly-weight championship from Jimmy Wilde. Later he lost the title to the Welsh wizard, but the reverse served to bring home to him the fact that by "waxing" he could not give of his best. He therefore, decided to fight at his natural poundage, and subsequently not only won the "feathers" title, but did so three times, making the Longdale belt his own. Many folk thought he would then retire, but the little man this year emerged victorious from five contests with boxers of note, with the result that he was invited to meet Mike Honeyman, his successor as feather-weight champion. The contest took place at the National Sporting Club, where he was beaten only in the penultimate round. Tancy Lee was conceding a lot in the matter of age, height, and reach, but, despite these handicaps, he was well to the front at the half-way stage. He afterwards tired, and a damaged eye further contributed to his defeat. Though beaten, Tancy Lee must take a lot of credit out of the fight. For a man nearly 40 years of age to go 19 rounds against a champion young enough to be his son is a remarkable performance.

GERMAN ELECTRICAL PLANT FOR ENGLAND

A \$200,000 CONTRACT.

The Electric Railway and Tramway Journal states that a German firm, the Allgemeine Elektrische Gesellschaft of Berlin, has just secured a large contract worth from £125,000 to £200,000, to equip works in the North of England with generating plants, motors, switch boards, and other electrical appliances. Before the war the "A.E.G." as the firm is known, was under the direction of Dr. Walther Rathenau, who is still said to be its "guiding spirit."

The same English works, requiring a large power-gas engine, have thought it wise to buy it in France. British prices for such work required for the war have been unduly quoted by American and foreign firms to the extent of 20 per cent.



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It cures all skin diseases, such as eczema, psoriasis, and other eruptions. It is a powerful purifier and cleanser of the skin. It is sold everywhere. For more information, see the advertisement in the next issue.

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SHIPPING NEWS

ARRIVALS.

December 8th.

Arcturion, Dutch, 1,100 tons, Capt. Bottema, from Pakabaye, in ballast.—Atlantic Petroleum Co.

CHIAI, British str., 1,143 tons, Capt. Clarke, from Swatow, with a general cargo.—B. & S.

Chief Sany, British str., 1,421 tons, Capt. Walker, from Canton, with a general cargo.—J. M. & Co.

Haitong, British str., 1,108 tons, Capt. Thomson, from Swatow, with a general cargo.—Douglas S.S. Co.

Hin Sang, British str., 2,929 tons, Capt. Skinner, from Sandakan, with a cargo of timber.—J. M. & Co.

Huifeng, British str., 861 tons, Capt. Drummond, from Swatow, with a general cargo.—Chin On S.S. Co.

Kaito Maru, Japanese str., 1,123 tons, Capt. Nomura, from Keelung, with a cargo of coal.—O.S.K.

Kaitung, British str., 987 tons, Capt. Jones, from Haiphong, with a general cargo.—B. & S.

Kuanchow, British str., 1,229 tons, Capt. Cowan, from Bangkok, with a general cargo.—B. & S.

Linnah, British str., 1,356 tons, Capt. Cole, from Saigon, with a cargo of rice.—B. & S.

Notoria Maru, Japanese str., 845 tons, Capt. Kinagawa, from Canton, in ballast.—Kwang Yuen.

Shan Shing, Chinese str., 207 tons, Capt. G. A. de Souza, from K. U. Yuen, with a general cargo.—Po On S.S. Co.

Sinkiang, British str., 1,616 tons, Capt. Fickett, from Canton, with a general cargo.—B. & S.

Tai Shing, Chinese str., 401 tons, Capt. Chan Chow, from Haiphong, with a general cargo.—Yan Fat.

Teau, British str., 1,336 tons, Capt. McDonald, from Shanghai, with a general cargo.—B. & S.

Tung Shing, Chinese str., 798 tons, Capt. Usher, from Shanghai, with a general cargo.—Kwang Hing.

Yat Shing, British str., 1,454 tons, Capt. Kohan, from Calcutta, with a general cargo.—J. M. & Co.

Yoda Maru, Japanese str., 1,352 tons, Capt. Higata, from Daien, with a cargo of coal.—Yamashita.

CLEARANCES.

December 8th.

Chin On, for Singapore.

Chun Lee, for Tsingtau.

Palenbang, for Balikpapan.

Shun Shing, for K. C. Wan.

Tanda, for Kobe.

Teau, for Canton.

Typhoon, for Batavia.

Van Waverick, for Amoy.

Wamur, for Yokohama.

PASSENGERS.

Per *Somali*, December 8th:—Mr. Hill, Mr. Newman, Mr. Johnston, Miss L. Smith, Mr. and Mrs. Preilly, Mr. and Mrs. Needham, Mr. Butler, Mr. Butcher, Mr. Mangham, Mr. and Mrs. Rose, Mr. P. J. Matland, Mr. S. Zeeman, Mr. and Mrs. Needham, Miss L. B. Cate, Mr. and Mrs. Cate, Mr. and Mrs. Mackenzie, Mr. and Mrs. Webster, Mr. and Mrs. Elmore, Mr. Butler, Mrs. Babcock, Mr. Glemby, Mr. Webb, Mrs. Crookham, Mr. J. Davis, Mr. K. M. Macer, Mr. and Mrs. Pearson, Mr. and Mrs. Wade, Inspector, Mr. Master and Miss Lannigan, Mr. Patterson, Mr. Holmberg, Mr. Kibbe, Mr. Sullivan, Mr. and Mrs. Turnbull, Mr. Holmberg, Mr. Tyrenish, Mr. and Mrs. Jensen, Mr. Wright, Mr. and Mrs. Harlow, Mr. and Mrs. Parsons.

SHIPPING MOVEMENT.

The *R.M.S. Empress of Russia* arrived at Manila yesterday, leaves there to-day, and is due here day after to-morrow at 10 a.m.

VESSELS EXPECTED.

Devinette due on December 10th.

Empress of Russia due December 11th.

Tsushima Maru (American line) due Dec. 10th.

Glenogle due December 10th, about 10 a.m.

Kamo Maru (European line), from Japan, due December 9th.

Zama Maru (Hamburg line), from Japan, due December 12th.

Montague due about December 23th.

Waka Maru (Australian line), due Dec. 17th.

Nippon (Lloyd Triestino), due 10th inst. p.m.

Persia (Lloyd Triestino), from Shanghai due 14th inst.

Samarang Maru due 22nd inst.

Shidzuoka Maru (European line), due December 10th.

Kobushiki Maru (Liverpool line), due Dec. 12th.

Kato Maru (Bombay line) due Dec. 17th.

Kokohama Maru (European line), due January 6th.

SHIPPING NOTES.

The Pacific Mail Steamship Company has announced that two new vessels of the U.S. Shipping Board have been assigned to it, namely *s.s. Wolverson* and the *Credie*. These vessels will be placed on the San Francisco, Manila and East Indies run.

During October thirteen vessels, aggregating 27,588 tons, were launched from shipyards on the Clyde, bringing the aggregate for the ten months of the year to 1,000,000 tons. This return is the lowest recorded in any month this year, with the exception of March.

The directors of the "Nederland" Steamship Navigation Co. and the Rotterdam Lloyd announce that as a result of the increased costs of exploitation, they will be forced to increase the rates for passengers to the Dutch East Indies on January 1st. The passage henceforward will cost £1,600 first class, £1,100 second class and £850 third class. The rates for passage on cargo steamers will be £1,350 first class, and £875 second class.

Lord Inchcape has announced for sale to British owners a further list of 40 ex-military cargo steamers, which are undergoing repairs, and are to be sold to the Government of the United Kingdom by the Reparations Commission. Eleven of the larger vessels range in deadweight capacity from 10,500 to 16,000 tons; two of these were completed in the current year, and the remainder, with one exception, in or since 1914. Twenty-nine of the ships have a deadweight capacity of between 4,000 to 9,600 tons, and city ranging from 4,000 to 9,600 tons, and the vessels now listed, there have been offered up to date 42 passenger steamers and 115 cargo steamers, besides four sailing ships and twelve trawlers.

N.Y.K. VESSEL WRECKED AT YAP.

The N.Y.K. passenger steamer *Kokura Maru*, ran aground on a reef off the island of Yap, on November 10th and is a total loss, but passengers, crew and mail were saved. The official report says that the *Kokura Maru* struck a reef outside the harbour at the island of Yap on the afternoon of November 10th. A large hole was made in the stern, which flooded hatches Nos. 2, 3 and 4 and the engine room. The *Kokura Maru*, a new steamer, was stationed at a nearby island, responded to her call for assistance and arrived the following day.

Nine first-class, 18 second-class and 35 steerage passengers, and the mail were taken off the steamer. All persons are now well provided for. The *Makuruma Maru*, which was bound for Yokohama, also went to the assistance of the wrecked vessel. She had ample stores on board and left the shipwrecked passengers and crew with sufficient supplies to provide for them till they can be brought to Japan. The *Makuruma Maru* is expected at Yokohama December 13th and will sail again for Yap on December 27th to bring back the passengers and crew of the *Kokura Maru*. The Nippon Yusen Kaisha denies reports which have been circulated regarding the suffering of the shipwrecked people.

The N.Y.K. *Sawa Maru* has resumed her trans-Pacific service after an absence of four months, during which time she was completely repaired at the Mitsubishi Dockyard in Nagasaki. Her repairs, necessitated by a great fire which occurred on board the ship in Seattle in May, cost the Nippon Yusen Kaisha, it is stated, two million yen.

WEATHER REPORT.

December 7th, at 22.40.—Warning to East Coast Ports:—N.E. gale in Formosa Channel.

December 8th, at 12.40.—No returns from Japan, Vladivostok, Indo-China or Formosa.

Pressure has increased moderately along the east coast of China, and slightly over the Philippines, Formosa and Hongkong.

Strong monsoon may be expected along the east coast of China and fresh monsoon over the N. China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 103.65 inches against an average of 92.50 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

Direction. Forecast.

Hongkong to Gasp Rock. (N. and N.E. winds, fresh; fair).

Formosa Channel. (Northerly gale).

South coast of China between (N.E. winds, Hongkong and Lamook, strong).

South coast of China between (N.E. winds, Hongkong and Hainan, fresh).

ON SALE

HONGKONG HANSHARD REPORTS OF THE MEETING OF THE LEGISLATIVE COUNCILS for the Session 1919.

Revised by the Members.

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THE Steamship "DUNERA," Captain Walker, carrying His Majesty's Mails, will be despatched from this Port on or about MONDAY, the 13th, DECEMBER, 1920, taking Passengers and Cargo for the above Ports. Silk and Valuables and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London. Parcels will be received at this Office until 3 p.m. the day before sailing. The contents and value of all packages are required. For further particulars apply to—

MACKINNON, MACKENZIE & CO.

Hongkong, November 24th, 1920. [1854]

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[1853]

VESSELS ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FLAG	FOR FREIGHT APPLY TO	TO BE DESPATCHED
NEW YORK & or BOSTON via PANAMA	Suruga	Am.	The Admiral Line Pacific S.S. Co.	About 20th inst.
NEW YORK via SUEZ	Rome	Brit.	The Bank Line, Ltd.	On 30th inst.
NEW YORK via SUEZ or PANAMA	Nagano Maru	Jap.	Nippon Yusen Kaisha	Beginning of Jan.
NEW YORK & or BOSTON via SUEZ CANAL	Gaio Prince	Brit.	Furness, Withy & Co. Ltd.	On 25th Jan.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Bolton Castle	Brit.	Dodwell & Co. Ltd.	End of Jan.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Korea Maru	Jap.	Toyo Kisen Kaisha	On 11th inst.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Nanking	Am.	China Mail S.S. Co. Ltd.	On 12th Jan.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	Nile	Am.	China Mail S.S. Co. Ltd.	On 25th Jan.
SEATTLE, TACOMA, VICTORIA, VANCOUVER &c.	Frashimi Maru	Jap.	Nippon Yusen Kaisha	On 14th inst., at 11 a.m.
SEATTLE, TACOMA, VICTORIA, VANCOUVER &c.	Delight	Am.	Frank Waterhouse & Co.	About 20th inst.
SEATTLE, TACOMA, VICTORIA, VANCOUVER &c.	Crosskeys	Brit.	The Admiral Line Pacific S.S. Co.	On 15th inst.
VANCOUVER via SHANGHAI & JAPAN, &c.	Empress of Russia	Brit.	Canadian Pacific O.S. Ltd.	On 16th inst.
VANCOUVER via SHANGHAI & JAPAN, &c.	Montague	Brit.	Canadian Pacific O.S. Ltd.	On 16th inst.
VICTORIA, VANCOUVER, SEATTLE & TACOMA	Alamogordo Maru	Jap.	Ozaka Shosen Kaisha	On 30th inst.
VICTORIA, VANCOUVER, SEATTLE & TACOMA	Dynedra	Brit.	Butterfield & Swire	About 15th inst.
MARSEILLES & LONDON via SPAIN, FRANCE &c.	Obili	Brit.	P. & O. B. L. & A. L.	About 18th inst.
MARSEILLES & LONDON via SPAIN, FRANCE &c.	Telemachus	Brit.	Messageries Maritimes	On 16th inst.
HAVER & LONDON	Kamakura Maru	Jap.	Nippon Yusen Kaisha	Middle of Dec.
HAVER & LONDON	Glenogle	Brit.	Jardine, Matheson & Co. Ltd.	About 10th inst.
LIVERPOOL & MANCHESTER via SINGAPORE, Cebu &c.	Damodorus	Brit.	Butterfield & Swire	On 14th inst.
GENOA, LONDON & ROTTERDAM	Kamo Maru	Jap.	Nippon Yusen Kaisha	On 14th inst.
GENOA, LONDON & ROTTERDAM	Agapenor	Brit.	Butterfield & Swire	On 18th inst.
LONDON & ANTWERP via SINGAPORE, PENANG, &c.	City of Lincoln	Brit.	The Bank Line, Ltd.	On 18th inst.
LONDON, AMSTERDAM & ANTWERP	Pyrrhus	Brit.	Butterfield & Swire	On 18th inst.
LONDON, AMSTERDAM & ANTWERP	Kyushu	Brit.	Butterfield & Swire	On 18th inst.
LONDON, AMSTERDAM & ANTWERP	Kyushu	Brit.	Butterfield & Swire	On 18th inst.
HAMBURG, LONDON, ANTWERP via SINGAPORE &c.	Yamato Maru	Jap.	Ozaka Shosen Kaisha	About 29th inst.
SOUTH AMERICAN PORTS via CAPE	Hakodate Maru	Jap.	Nippon Yusen Kaisha	On 14th inst.
AMSTERDAM & HAMBURG	Kangoan	Jap.	Nippon Yusen Kaisha	On 14th inst.
BOMBAY & COLOMBO	Dumera	Brit.	P. & O. B. L. & A. L.	About 15th inst.
BOMBAY & COLOMBO	Indus Maru	Jap.	Nippon Yusen Kaisha	On 18th inst.
BOMBAY & COLOMBO via SINGAPORE	Haiguan Maru	Jap.	Nippon Yusen Kaisha	Beginning of Jan.
STRAITS & CALCUTTA	Changning	Brit.	Jardine, Matheson & Co. Ltd.	On 10th inst., at 2 p.m.
SINGAPORE, PENANG & BELAWAN-DELL	Van Waverick	Brit.	Jardine, Matheson & Co. Ltd.	On 18th inst.
SINGAPORE, PENANG, Cebu, BALINDA, VENICE, &c.	Persia	Brit.	Dodwell & Co. Ltd.	On 15th inst., at 4 p.m.
CALCUTTA & HONGKONG via SINGAPORE & PENANG	China	Am.	China Mail S.S. Co. Ltd.	On 7th Feb.
CALCUTTA via STRAITS & HONGKONG	Yeboshi Maru	Jap.	Nippon Yusen Kaisha	On 18th inst.
SANDAKAN	Tanda	Brit.	P. & O. B. L. & A. L.	About 15th inst.
LOS ANGELES, CALIFORNIA U.S.A.	Hinsang	Brit.	Jardine, Matheson & Co. Ltd.	On 16th inst., at Noon.
AUSTRALIAN PORTS	West Hika	Brit.	Los Angeles Pacific Nav. Co.	About 17th inst.
AUSTRALIAN PORTS vi MANILA	Changning	Brit.	Nippon Yusen Kaisha	On 22nd inst., at 11 a.m.
AUSTRALIAN PORTS	St. Albans	Jap.	Nippon Yusen Kaisha	About 23rd inst.
AUSTRALIAN PORTS vi MANILA	Bwah Ping	Chi.	The China & Australia S.S. Co.	On 13th Jan.
BUEENOS AIRES, RIO DE JANEIRO, SANTOS, &c.	Tsaoona Maru	Jap.	Ozaka Shosen Kaisha	On 9th inst.
VIA PANAMA via JAPAN, HONOLULU, SAN FRANCISCO &c.	Tokyo Maru	Jap.	Toyo Kisen Kaisha	On 10th inst., at 4 p.m.
Kobe	Yatsushiro	Brit.	Jardine, Matheson & Co. Ltd.	On 10th inst.
NAGASAKI, Kobe & YOKOHAMA	Nikko Maru	Jap.	Nippon Yusen Kaisha	On 18th inst., at 11 a.m.
WIDEHAVEL, Cebu & THIRTYTH	Kueishow	Jap.	Butterfield & Swire	On 12th inst., at 4 p.m.
SHANGHAI & JAPAN	Sinkiang	Brit.	Butterfield & Swire	On 8th inst., at 6 a.m.
SHANGHAI	Changning	Brit.	P. & O. B. L. & A. L.	On 10th inst., at 6 a.m.
SHANGHAI, Kobe & YOKOHAMA	Shidzuka Maru	Jap.	Jardine, Matheson & Co. Ltd.	On 11th inst., at 11 a.m.
SHANGHAI & THIRTYTH	Tean	Jap.	Butterfield & Swire	On 11th inst., at 4 p.m.
SHANGHAI, Kobe & YOKOHAMA	Nippon	Brit.	Dodwell & Co. Ltd.	On 11th inst.
AMOI, SHANGHAI & FUZHOU	Andre Lebon	Brit.	Messageries Maritimes	About 15th inst.
SWATOW, AMOI & FUZHOU	Shantung	Brit.	Butterfield & Swire	On 14th inst., at Noon.
SWATOW, AMOI & FUZHOU	Hailong	Brit.	Douglas LaPraik & Co.	On 10th inst., at 12 Noon.
SWATOW & HANGKOW	Kanchow	Brit.	Butterfield & Swire	On 14th inst., at 12 Noon.
HOHLOW, Fuzhou & HANGKOW	Hanchow	Brit.	Butterfield & Swire	On 12th inst., at 10 a.m.
KEELUNG via SWATOW & AMOI	Palang	Brit.	Jardine, Matheson & Co. Ltd.	On 12th inst.
TAKAO via SWATOW & AMOI	Kaijo Maru	Jap.	Ozaka Shosen Kaisha	On 12th inst.
MANILA, Cebu & ILOILO	Sochi Maru	Jap.	Ozaka Shosen Kaisha	On 18th inst.
MANILA	Chihli	Brit.	Butterfield & Swire	On 10th inst., at 2 p.m.
MANILA	Loongang	Brit.	Jardine, Matheson & Co. Ltd.	On 19th Mar.
SAIGON, BANGKOK & SINGAPORE	Nanking	Am.	China Mail S.S. Co. Ltd.	On 2nd Jan.
SAIGON, BANGKOK & SINGAPORE	Shien Maru	Jap.	Ozaka Shosen Kaisha	About 24th inst.
SAIGON, BANGKOK & SINGAPORE	Samarang Maru	Brit.	Dodwell & Co. Ltd.	About 24th inst.

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SAILINGS SUBJECT TO ALTERATION

For	Steamer	To	Ball
SHANGHAI	"SHENKANG"	On 9th Dec.	Noon.
YUEN-CHAI	"TAIKOWAN"	On 9th Dec.	4 P.M.
MANILA & ILOILO	"CHIEF"	On 10th Dec.	2 P.M.
SHANGHAI & TRINGTAO	"TEAN"	On 11th Dec.	4 P.M.
HOIHOW, TAKHOI & HAIRONG	"KAIFONG"	On 15th Dec.	10 A.M.
WUHAN, CHENGPO & TAIYUAN	"KUEICHOW"	On 15th Dec.	4 P.M.
SWATOW & BANGKOK	"KANCHOV"	On 15th Dec.	10 A.M.
AMOY, SHANGHAI & PUKOW	"SHANTUNG"	On 15th Dec.	10 A.M.
SHANGHAI	"SUNNING"	On 15th Dec.	Noon.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all European and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.
Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW
AND RETURN

(Occupying 9 to 10 Days).

"HAILONG" ... | Capt. J. B. Thomson | FRIDAY, 10th Dec., at 12 Noon.

"HAICHING" ... | Capt. A. H. Stewart | TUESDAY, Dec. 14th at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,
General Manager.

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"BOMBO"	... via Suez ...	30th Dec.
"CITY OF AGHA"	... via Panama ...	7th Jan.
"MAOMEDON"	... via Suez ...	15th Jan.

Steamers proceed via Suez Canal or Panama Canal at Owners' option. Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LTD., HONGKONG.
HONGKONG and CANTON. BEIRS & CO., CANTON.

P. & O. - BRITISH INDIA.

APCAR AND EASTERN &

AUSTRALIAN LINES

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CHINA, INDIA, PERSIAN GULF, WEST INDIES.

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"DUNERA"	15,400	14th Dec.	Singapore, Colombo & Bombay.
"DEVANHA"	8,100	18th Dec.	Marcellis, London & Antwerp.
"SICILIA"	6,702	31st Dec.	Marcellis, London & Antwerp.
"DILWARA"	8,400	11th Jan.	Singapore, Colombo & Bombay.
"PLASSY"	7,248	21st Jan.	Marcellis, London & Antwerp.
"DELTA"	8,000	4th Feb.	do.
"KHIVA"	9,000	18th Feb.	do.

BRITISH INDIA - APCAR SAILINGS (South)

"TASDA" | 7,000 | 25th Dec. | Calcutta via Singapore.

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,800	22nd Dec.	Bandakan, Thursday Island, Ostrua, Townsville, Brisbane.
"EASTERN"	4,000	17th Jan.	Hobart & Melbourne.

SAILINGS TO SHANGHAI & JAPAN

"TASDA"	7,000	9th Dec. 6 A.M.	Shanghai & Japan.
"BANCA" (Cargo)	6,000	25th Dec.	Shanghai & Japan.
"PLASSY"	7,400	23rd Dec.	Shanghai & Japan.
"DILWARA"	8,400	29th Dec.	Shanghai only.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable. 1st Saloon Passengers may travel by P.O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.

All Cabins are fitted with Electric Fans free of charge. Steamers and Sailing vessels are liable to be cancelled or altered without notice. Parcels measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice. Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Gommard & Dupuis, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to MACKINNON, MACKENZIE & CO., Agents.

22, Des Vaux Road Central, HONGKONG.

O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"HAYRE MARU" Wednesday, 6th Jan.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS

DURBAN & CAPE TOWN via SINGAPORE.

"TACOMA MARU" Tuesday, 9th Dec.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"INDUS MARU" Saturday, 18th Dec.

SAIGON, PANGKOK & SINGAPORE—Regular monthly service.

"SHUREN MARU" Sunday, 2nd Jan.

SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE & TACOMA

via Manila and Shanghai—Regular fortnightly service touching at intermediate ports to Japan and taking cargo to OVERLAND ROUTE U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"ALABAMA MARU" Friday, 10th Dec.

NEW YORK—Regular monthly service via Japan Ports, San Francisco, Panama and Colon Ports.

"AMUR MARU" 27th Jan., 1922.

NEW ORLEANS LINE

"HUMATRA MARU" Sunday, 19th Dec.

JAPAN PORTS—Shanghai, Moji, Kobe & Yokohama.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommoda-

tion for 1st and 2nd class saloon passengers and will arrive and depart from the O.R.K. wharf near the Harbour Office.

"KATO MARU" Sunday, 25th Dec.

TAKAO via SWATOW & AMOY.

"ROHBU MARU" Thursday, 16th Dec.

For sailing dates and further particulars please apply to Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. Nos. 744 & 745.

AUSTRALIAN ORIENTAL LINE

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer

"CHANGSHA" 27th Dec.

"TAIWAN" 11th Dec. 4 P.M.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A daily qualified Doctor is carried. Reimbursements: Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For Freight and passage apply to— BUTTERFIELD & SWIRE, Agents. [42]

T. K. K.
TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE FAIRWAY OF THE SUN."

STEAMER	TONS	LEAVE HONGKONG
KOREA MARU	23,000	... Dec. 17th
SINBUELA MARU	23,000	... Dec. 31st
TOYO MARU	23,000	... Jan. 13th
SHINYO MARU	23,000	... Feb. 7th
PERSTA MARU	9,000	... Feb. 24th

† Calling at Dairen instead of Nagasaki.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILA, SAN FRANCISCO, SAN PEDRO, SALLISA

CHINA, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE.

TERMS BY TRANS-AMERICA ROUTE TO BUENOS AIRES.

STEAMER

TOKYO MARU (Cargo only) Dec. 24th.

MIYO MARU 17,500 Jan. 15th, 1922.

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, Manager,

King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton:

Messrs. T. E. GRIFFITH, LTD.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DEPARTURE	SAILED DATES
SHANGHAI, KORE & YOKOHAMA	"ANDRE LEBON" ... 22,700 ...	On or about 14th Dec.
	"PAUL LECAT" ... 20,000 ...	On or about 14th Dec.
MARSEILLES via SAIGON, SINGAPORE, COLOMBO, DIBOUTI, SUZ	"CHILI" ... 10,000 ...	On or about 18th Dec.
PORT-SAID	"AMAZONE" ... 10,000 ...	On or about 31st Dec.

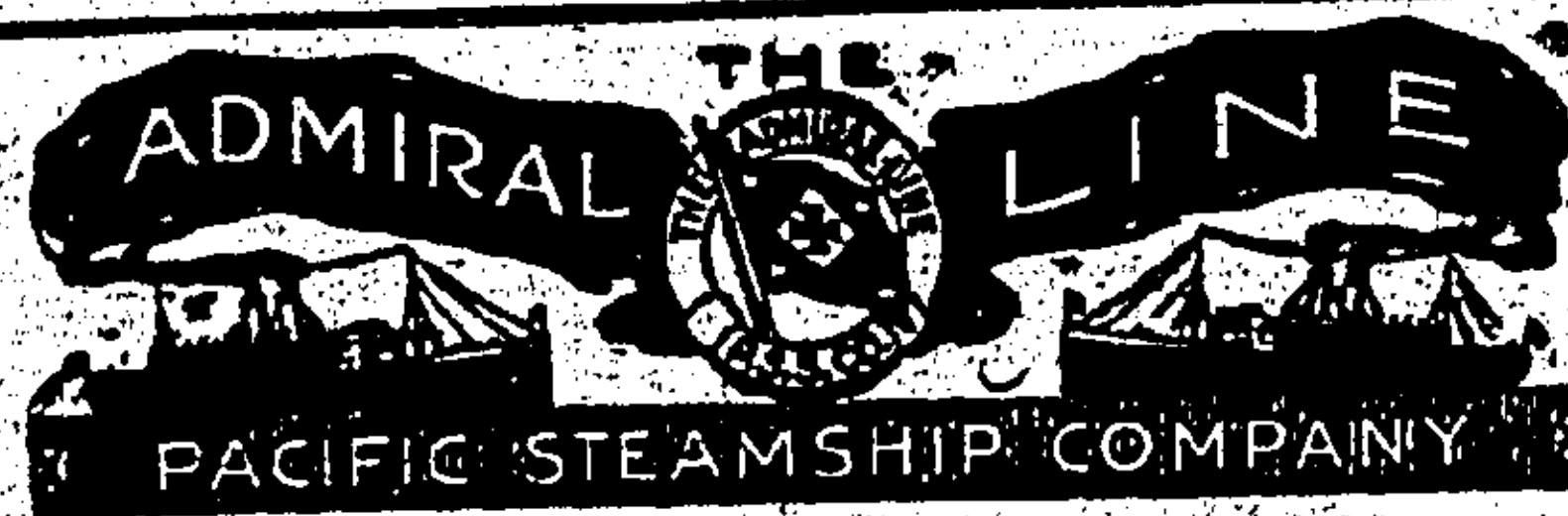
ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER,

Acting Agent,
Queen's Building.

Telephone 740.



TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board Steamers

For SEATTLE, TACOMA, VICTORIA, & VANCOUVER
(Calling at Shanghai and Kobe).

"CHOSKEYS" About Dec. 25th.

For PORTLAND direct.
(Calling at Kobe and Yokohama).

"MONTAGUE" About Dec. 29th.

Through bills of Lading issued in Overland Ocean ports.

For Freight and Particulars apply to

THE ADMIRAL LINE.

Telephone 2477 & 2478.

Fifth Floor, Hotel Manukoa.

SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama,

S.S. "SURUGA" about 20th Dec.

For HAVANA, CUBA.

S.S. "SURUGA" about 20th Dec.

For freight space and particulars apply to—

BARBER STEAMSHIP LINES, INC.
THE ADMIRAL LINE.

Telephone

2477 & 2478

AGENTS

5th Floor

Hotel Manukoa

1774

CHINA-AUSTRALIA MAIL S.S. LINE.

For AUSTRALIAN PORTS via MANILA & SANDARAN.

"HWAH PING" January 13th.

"VICTORIA" February 10th.

For Freight and Passage apply to—

THE CHINA & AUSTRALIA S.S. CO., LTD.

Agents,
112, Cross Street Road Central.

POST OFFICE NOTICE

Telegraphic communication with Wagon Lighthouse is interrupted.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

FROM	PER	DATE
SEATTLE	Rangoon Maru	9th Dec.
SHANGHAI and JAPAN	Kamo Maru	9th Dec.
SHANGHAI	Shantung	10th Dec.
SEATTLE	Shidzuoka Maru	10th Dec.
JAPAN	Fushimi Maru	10th Dec.
EUROPE (via Negapatam)	Nippon	11th Dec.
U.S.A. and MANILA	Empress of Russia	11th Dec.
SHANGHAI and JAPAN	2 wa Maru	12th Dec.
SEATTLE	Tokushima Maru	12th Dec.
MANILA and AUSTRALIA	Nikko Maru	17th Dec.
BOMBAY	Yorofu Maru	17th Dec.

OUTWARD MAILS.

FOR	PER	DATE
*Swatow	Panang	Thursday, 9th, 9.0 A.M.
*Port Swatow	Shan Shing	Thursday, 9th, 9.0 A.M.
*Straits, Bangkok, Ceylon, Mauritius, L. Marques, and India via Dhanushkodi, Durban and Cape Town	Tacoma Maru	Thursday, 9th, 9.0 A.M.
Japan, Honolulu, Canada, United States, Central and South America	Tokyo Maru	Thursday, 9th, 9.45 A.M.
Shanghai and North China	Sinkiang	Thursday, 9th, 10.30 A.M.
Straits and Bangkok	Rajah of Sarawak	Thursday, 9th, 11.00 A.M.
Japan, Seattle and Vancouver	West Jappa	Thursday, 9th, 3.00 P.M.
*Swatow	Hydrangea	Thursday, 9th, 4.00 P.M.
Ningpo, Weihaiwei, Chefoo and Dainy	Cheonghing	Thursday, 9th, 5.00 P.M.
Japan	Tokushima	Thursday, 9th, 5.00 P.M.
Shanghai and North China	Uchong	Thursday, 9th, 5.00 P.M.
Seigon, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Egypt & EUROPE via MARSEILLES	Phnompenh	Friday, 10th, 9.00 A.M.
Shanghai, North China, Japan, Canada, United States, Central and South America & EUROPE via VICTORIA	Kamo Maru	Friday, 10th, 9.45 A.M.
Swatow, Amoy and Foochow	Alabama Maru	Friday, 10th, 9.15 A.M.
*Straits and Bangkok	Chaofo	Friday, 10th, 11.00 A.M.
*Philippine Islands	Chaofo	Friday, 10th, 1.00 P.M.
Philippine Islands	Chaofo	Friday, 10th, 1.00 P.M.
Shanghai, N. China and Japan	Shidzuoka Maru	Saturday, 11th, 10.00 A.M.
Philippine Is., Sandakan, Australia, and New Zealand, via Thursday Island	Changsha	Saturday, 11th, 1.45 P.M.
Shanghai and North China	Tan	Saturday, 11th, 3.00 P.M.
Swatow, Amoy and Keping	Saiyo Maru	Sunday, 12th, 9.00 A.M.
Hoikow, Pakoi and Hapong	Kaitong	Sunday, 12th, 9.00 A.M.
Weihaiwei, Chefoo and Tientsin	Kweichow	Monday, 12th, 3.00 P.M.
*Swatow and Bangkok	Kanchow	Tuesday, 14th, 9.00 A.M.
Shanghai, North China, Japan, Canada, United States, Central and South America, and EUROPE via SEATTLE	Fushimi Maru	Tuesday, 14th, 9.45 A.M.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi, Bombay and Aden	Dunera	Tuesday, 14th, 11.00 A.M.
Swatow, Amoy and Foochow	Haiding	Tuesday, 14th, 11.00 A.M.
Sandakan	Hinsang	Tuesday, 14th, 11.00 A.M.
Amoy, Shanghai and North China	Shantung	Tuesday, 14th, 11.00 A.M.
*Shanghai and North China	Buning	Thursday, 16th, 10.00 A.M.

* Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE.

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE

(DIRECT)

"PYRRHUS"	21ST DEC. London, Amsterdam & Antwerp.
"RHESUS"	4TH JAN. London, Amsterdam & Hamburg.
"MACHAON"	11TH JAN. London, Amsterdam & Antwerp.
"OANFA"	25TH JAN. London, Amsterdam & Hamburg.
"IXION"	6TH FEB. London, Amsterdam & Antwerp.

LIVERPOOL SERVICE

(DIRECT OR VIA CONTINENTAL PORTS).

"TELEMACHUS"	15TH DEC. Havre & Liverpool.
"ORESTES"	23RD DEC. Liverpool.
"DEMODOCUS"	24TH DEC. Genoa, Liverpool & Glasgow.
"ALOINOS"	3RD JAN. Marseilles, Havre & Liverpool.

PACIFIC SERVICE

(VIA KOBE AND YOKOHAMA)

"TYNDAREUS"	30TH DEC.
"TEUCER"	1ST FEB. Victoria, Seattle, Tacoma & Vancouver.
"PROTESILAUS"	15TH FEB.

NEW YORK SERVICE

(VIA SUEZ OR PANAMA)

"LAOMEDON"	18TH JAN. via Suez.
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HOMeward PASSENGER SERVICE

"PYRRHUS"	21ST DEC. for London direct.
"ANCHISES"	18TH FEB. for Liverpool direct.
"MENTOR"	22ND FEB. for London direct.
"TERESIAS"	18TH MAR. for London direct.

FOR FREIGHT AND ALL INFORMATION APPLY TO—

BUTTERFIELD & SWIRE, AGENTS.

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COMMERCIAL

OPENING QUOTATIONS

December 8th.	
On LONDON—	Telegraphic Transfer 3/8
Bank Bills, on demand	3/8 1/2
Bank Bills, at 30 days sight	3/8 1/2
Bank Bills, at 4 months sight	3/8 1/2
Credit, at 4 months sight	3/8 1/2
Documentary Bills, 4 months sight	3/8 1/2
On NEW YORK—	Bank Bills, on demand 980
Bank Bills, at 30 days sight	57 1/2
On CALCUTTA—	Telegraphic Transfer nom.
Bank Bills, on demand	nom.
On SHANGHAI—	Bank Bills, at sight 111
Private, 30 days sight	111 1/2
On YOKOHAMA—	On demand 111 1/2
On MANILA—	On demand 111 1/2
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On HONGKONG—	On demand 111 1/2
On SHANGHAI—	On demand 111 1/2
On YOKOHAMA—	On demand 111 1/2
On MANILA—	On demand 111 1/2
On SINGAPORE—	On demand 111 1/2
On BATAVIA—	On demand 111 1/2
On HONGKONG—	On demand 111 1/2
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On YOKOHAMA—	On demand 111 1/2
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On SHANGHAI—	On demand 111 1/2
On YOKOHAMA—	On demand 111 1/2
On MANILA—	On demand 111 1/2
On SINGAPORE—	On demand 111 1/2</